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DIARY OF LOCAL EVENTS.

To-day.

(September 8.)

Parsee New Year, 1301.

Nativity of the Blessed Virgin Mary.

Rotary Club Tiffin, Lane, Crawford Restaurant, 1 p.m. Speaker: Rotarian L. C. F. Bellamy on "Municipal Socialism."

P.W.D. Auction Sale of Crown Land 3 p.m.

M.C.L. Swimming Gala, Repulse Bay, 3 p.m.

Meeting of Hong Kong Football Association Council, 5.30 p.m.

Ping Pong Tournament:—Singles Championship: Tang Yin Pang *v.* Yuen Wah Chouk (Fukien A.A.).

Queen's Theatre: "Pardon Us."

World Theatre: "Disconsolation" (Chinese film).

Star Theatre: "The Trial of Mary Duggan."

King's Theatre: "Kick In."

Central Theatre: "Outside The Law."

Dinner Dances at Hong Kong and Peninsula Hotels.

European Mail:—Outward: Europe superscribed "*via* Siberia": Air Mail Shanghai-Manchouli" (Menestheus) 10.30 a.m.

Tides:—High at 4.38 and 9.30; Low at 1.07 and 12.20.

Wednesday.

(September 9.)

White Dew (*Pai-lu*) Admission Day, (Cal. U.S.A.).

Ping Pong Tournament:—Singles Championship: Y. Segalen *v.* Siu Man Cheuk (Confucian Association).

Queen's Theatre: "Pardon Us."

World Theatre: "Disconsolation" (Chinese film).

Star Theatre: "The Trial of Mary Duggan."

Central Theatre: "Outside The Law."

King's Theatre: "Kick In."

Tea Dance at Lane, Crawford's Restaurant; Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.

Tides:—High at 6.11 and 9.16; Low at 2.50.

Thursday.

(September 10.)

Ping Pong Tournament.—Singles Championship: Pang Yin Ku *v.* Li Chuen Kai (South China A.A.); Fook Hin Chin *v.* Tsang Kwok Wing (Eastern Athletic Assoc.).

Queen's Theatre: "It's A Wise Child."

World Theatre: "Blood Spattered Castle" (Chinese film).

Star Theatre: "Love, Live and Laugh."

Central Theatre: "The Donovan Affair."

King's Theatre: "Soup to Nuts."

Dinner Dances at Hong Kong and Peninsula Hotels.

European Mail.—Inward: Europe *via* Suez (Mantua).

Tides:—High at 7.20 and 9.26; Low at 12.40 and 2.30.

TRAFFIC AND TRADE ROUTES IN HAINAN.

JUNKS HOLD THEIR OWN AGAINST MOTOR BOATS.

THE COMING OF THE AUTOMOBILE.

(From Our Own Correspondent.)

Kachek (Hainan Is.), Sept. 1.

Hainan is fairly well supplied with natural trade routes. Before the comparatively recent advent of the auto, which had not been seen ten years ago, the main reliance was on boat and carrier, and a review of those days may not be lacking in interest before conditions at present obtaining are discussed.

Stout Coasting Craft.

The cargo boats that meet the steamers as they anchor are still unsuperseded. Motor boats may some day take their place—but not yet. These are big sturdy craft, carrying freight and passengers back and forth, but even they cannot venture out when the wind is bad. The customs has a motor boat, and one or two others and a motor launch plying to Fau-tai in Yun-sio are owned by Hoihow firms, but they are usable only in good weather, as the steamers anchor well out in the open sea. Junks are numerous in Lim-ko, Ngai-tsiu and Dam-tsin. They coast around the island according to the seasonal winds, carrying freight and also migratory fishing groups such as the considerable colony of Lim-ko fisher folk found at this season of the year camped at Bak-ia, the harbour at the mouth of the Kachek river. Junks carry a considerable portion of Hainan trade yet, from Kongmoon particularly. All traffic with the peninsula of Luichow is by junk.

In the winter season these boats go to Annam, to Singapore, even as far as Penang. I have heard men tell of the terrible suffering of passengers returning from Singapore by junk, with food and water for only a limited time, and becalmed ten days in mid-ocean.

Seng-lang harbour in Vun-sio, on the north-east, Limko on the north-west, Tin-eng on the Dam-tsiu coast, Molou on the south, and Bak-ia on the east are only a few of the harbours used by junks. As yet junk trade is comparatively unaffected by motor traffic.

On the Rivers.

The river boats have not fared so well. Formerly the great main artery of trade for the south and east of the whole island was a well-developed system. Large river boats received their cargo of cloth and other imported articles in Hoihow one day, sailed out around the Spit and into the mouth of the Gollen or Bak-siang river, and were at Bak-siang, a few miles beyond Kiungchow City, the next morning early. Here they picked passengers who had had the advantage of an extra day in Hoihow, and lighter freight, and went on up river. The market boats must make Tun-ngai by daylight the next morning so carried a crew sufficient to pole the boat if sails were unavailing, and if water were very low, to tow the boat the whole distance if necessary (some twenty-odd miles by road). At Tun-ngai the cargo was transferred to carriers and the boat started down river at dusk that same night. Other boats went on up the river to Deng-ang, to Kim-kiang or Fah-hih where carriers took good for Nodon, Nam-fong and other interior markets on the west. Heavy freight could be taken on up river to Ka-lit and then transferred to buffalo carts for Noroa.

Going down river the boats carried rice, live pigs, hides, rattan, chickens, ducks, baskets of eggs, waterjars and other pottery from the kilns near Liang-do, big bundles of bamboo hats, woven baskets, whatever the interior had to offer, and, of course, passengers.

These boats have lost much trade by the coming of the speedier auto and the number on the river is very few compared with the old days. Prices, too, are ridiculously cheap now—competition certainly has not proven to be the life of this trade!

(Continued on Page 3.)

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MOTOR CYCLE NOTES.

BABY FRANCIS BARNETTS.

THE KOWLOON M.C. CLUB.

[By CAMSHAFT.]

I must confess myself intrigued by the new baby Francis Barnetts, two models of which are now on show at the garage of Messrs. Alex. Ross, Kowloon. The detailed specification of these machines is not to hand, but I understand that the makers have fitted a single port Villiers engine, with the usual type of cylindrical silencer which accompanies this power unit. The famous flywheel magneto has, of course, been retained, as has the single lever carburetter control. The clutch lever, which is extremely light in operation, is situated in the customary position on the left handlebar, while the brake pedal, controlling an efficient brake, is in a very accessible position near the right foot-rest. Withal, of course, one has the famous Francis Barnett built up frame and a saddle tank of very neat design.

Altogether an excellent lightweight, and the models should acquit themselves well.

An Old Topic.

Contemplation of these tiny yet serviceable machines tempts me to yet again broach the subject of the most suitable machine for the Colony. There are, after all, but one or two spots where speeds in excess of sixty miles per hour are attainable, and none where high speeds can be maintained for any length of time. Hot-stuff 500s are, of course, a joy to ride anywhere and at practically any speeds, yet it is hard to get away from the fact that after all they are designed for fast riding, and it is the knots that one really pays for. Why pay £100 for 100 miles per hour when you can use only fifty of them, and when £50 will give you a machine as good as the best, apart from the question of sheer speed?

The Brough Superior Pendine model, with its guaranteed speed of 110 miles per hour, is without doubt the finest motor cycle in the world, and to ride one on roads where such speeds are not impossible of attainment is the most thrilling and joyous sensation that thrilling and joyous sport has to offer. Yet to bring such a machine to Hong Kong savours to me of putting a thoroughbred race-horse between the shafts of a street scavenging cart; it simply would not be able to give of its best, or anything approaching it.

I believe there is at least one S.S.100 in Hong Kong, and the experiences of the rider should be very interesting to his less fortunate brethen. If these notes catch his eye, perhaps he will "take pen in hand" and tell us how the big twins handle on the local roads.

The Kowloon Motor Cycle Club.

The Kowloon Motor Cycle Club held their weekly social run on Sunday, their objective again being Cafetinra Beach, Castle Peak. Whilst discussing this and other motor cycling matters with the secretary of the Club I was informed of the extraordinary performance of a piston fitted to Mr. Marriot's

(Continued on next Column.)

FEATHERWEIGHT MOTORCYCLES.

THEIR CAPABILITIES AND LIMITATIONS.

With 150 c.c. motor-cycles becoming so popular following the 15s. tax concession, one might ask for what sort of riding are they intended? What are their capabilities and their limitations. What constitutes fair treatment for the smallest type of motor-cycle? These and similar questions need to be answered; otherwise owners may expect more from such models than they can perform indefinitely with impunity.

"When any new type of machine comes on to the market there are always enthusiasts who are anxious to demonstrate publicly its maximum performance, a fact that may have the unfortunate effect of giving a false impression of its normal capabilities," says *Motor Cycling*. "A 150 c.c. motor-cycle will, for example, haul a very light sidecar; such outfits have been built and have achieved, in the hands of experts, remarkable results. At the same time, for normal use by ordinary people, a combination of this power would not be satisfactory.

"We have noticed a slight tendency of late to 'stunt' with 150s., and even with machines having smaller engines. Such demonstrations can be quite interesting—but let it be remembered that they *are* stunts and nothing more.

"The capabilities of the 150 and its even smaller brother are very considerable. It will do practically anything that a full-size motor-cycle will accomplish, provided that it is given time. High averages, however, should not be asked of it, nor should its frame be punished indefinitely by fast riding over freak surfaces."

Norton. It appears that some time before the recent reliability trial this rider was out for a run on the New Territory Road and was travelling fast when his engine dried up. On examination it was found that the aluminium piston had very neatly spread itself round the piston rings. Later on, at the garage, repairs were executed with the aid of a file, and the piston was replaced. The point of the whole story is that the piston survived the reliability trial without giving the slightest trouble. Of course, we all know how adaptable modern aluminium pistons are, and that what results in a temporary seizure nowadays would have meant a hopelessly wrecked engine in the days of cast-iron pistons, nevertheless, the fact that a patched up piston is capable of surviving an arduous trial is of considerable interest.

Anti-climax!

Something of an anti-climax to the story is provided by the fact that when this rider finally scrapped the old piston and purchased a new one and a gudgeon pin, he found that the new gudgeon pin would not by any means fit the *old* piston, let alone the new one. The job was finally completed with the aid of a reamer, an instrument one does not like to associate with the fitting of gudgeon pins at any time.

MOTOR CAR TRADE GRIEVANCE.

TOO EARLY DISPLAY OF NEW YEAR MODELS.

CAUSE OF PRICE WAR AMONG DEALERS.

Heavy losses are being inflicted on retail motor-car traders by the early announcement of new models. This leads to a price-cutting war among them in order, if possible, to sell out the present year's stock.

Such is the considered opinion expressed by many of the dealers who have been longest in the trade.

"In my view, said one of them, "the Society of Motor Manufacturers and Traders should make a firm rule that any manufacturer or importer who publishes his new programme before October 1, should be excluded from the Olympia Motor Show."

American motor manufacturers have already agreed upon a date on which all their new cars are to be announced to the public, and there appears to be no good reason why a similar agreement should not be made by all British makers.

Other retail motor traders expressed the opinion that the early announcement of new models severely injured the secondhand used car market. Values were reduced by adding another season to their age at a time of year when "used" cars make good sales.

Price Cutting.

Price cutting in new cars becomes worse every year according to a prominent wholesale and retail agent.

When the motor show opens at Olympia on October 15, he stated the public will see cars marked down to a price at which it is practically impossible to allow an adequate profit to the maker.

"It is time British manufacturers came together and agreed to stop this price war," he added. "My contention is that no fully equipped 8 h.p. saloon should be sold at less than £160; a 10 h.p. at £225, and any six-cylindar car over 12 h.p. at not less than £275."

At these retail prices makers could sell to the dealers and dealers to the public at a reasonable profit.

At such fixed minimum price levels, moreover, the value of second-hand cars, would be greatly enhanced, and the public then not suffer for the severe depreciation on their cars as is the case at present.

200 M.P.H. BID BY RECORD-HOLDER.

CHALLENGE OF A GERMAN.

Three machines capable of reaching 150 miles an hour will take part in the greatest motor-cycle speed meeting of the year, to be held at Arpajohn (France) shortly.

It is hoped to tune one of them later to reach 200 miles an hour.

The machines will be driven by J. S. Wright (British), A. Simcock (British), and Herr Henne (German).

The record at present stands at 150 m.p.h. and is held by Wright. The machine which did the record at Cork last year is being streamlined on new methods, and Wright is confident that it will average 175 miles an hour on a two-ways run.

If successful, he plans later in the year to make an attempt in Vienna to be the first to reach 200 m.p.h. on a motor-cycle.

Simcock has a completely streamlined machine, and measures have also been taken to minimise the wind resistance of his body when travelling.

A NEW PETROL SUBSTITUTE.

MOTOR FUEL FROM GASEOUS OILS.

The new, non-inflamable substitute for petrol, which has been evolved at the Belfast Corporation Gas Works by Mr. Orr, chief of the chemical department, has now been submitted to exhaustive tests, and is giving every satisfaction from the point of view of mileage to the gallon and cost of production. The Belfast Omnibus Company have adapted eight of their omnibuses to the use of this fuel, and several of these are maintaining a daily service between Belfast and Portaferry, a distance of 30 miles. The company are also converting a number of lorries for firms. The cost of conversion is about £50, but it is calculated that this sum will be saved in a few months in the lower cost of fuel and increased mileage.

The first experiments for the production from coal tar oils of a motor fuel suitable for use in the ordinary type of internal combustion engine using magneto ignition were made in March, 1929, with a mixture of equal parts of commercial petrol and an unwashed fraction of light creosote, specific gravity between 0.990, containing 29 per cent. of tar acids, and having a closed flash point of 174deg. Fahrenheit. The results were not satisfactory, and they proved no better when the creosote was washed free from tar acids, as aprproximately 40 per cent. of naphthalene settled out. Experiments were then made with an oil containing at least 15 per cent. of tar acids, to which was added 10 per cent. of water-white solvent naphtha to hold the naphthalene in solution. The first practical test with the mixture was not altogether successful, but it led to the conclusion that better results would be obtained if more heat were supplied to gasify the oil before it entered the engine cylinders.

Accordingly the Belfast Omnibus Company, upon whose engine this test was carried out, consulted Solax Carburettors, Limited, and that firm ultimately produced an inlet and exhaust manifold cast integrally, in which the fuel entering the cylinders is drawn through pipes on which the hot exhaust gases impinge so that it is brought to the temperature at which a vapour is produced. The first trial with this manifold, made with a mixture of 50 per cent. petrol and 50 per cent. creosote, proved so successful that the proportion of petrol was reduced, and tests with creosote alone gave such satisfactory results that the Belfast Omnibus Company immediately equipped four omnibuses for its use.

Two Carburettors.

The engines must be started on petrol, because of the high vaporising temperature of the creosote, and consequently two carburettors are provided. The omnibus is run on petrol until the exhaust manifold has become sufficiently hot to ensure vaporization of the creosote, a distance of about 50 yards being required, and thereafter the creosote carburettor is brought into use, the supply from the petrol carburettor being automatically cut off. The petrol carburettor automatically comes into operation when the creosote pedal is out of service, but in the case of stops for picking up or setting down passengers the vehicle can be driven off each time on the creosote carburettor.

One engine using creosote completed 15,000 miles without showing any need for decarbonizing. There is no increase over petrol in the rate of fuel dilution of the crank case oil, and in such parts as valves, pistons, and cylinders the wear is below normal. The amount of carbon monoxide in the exhaust gases is much less than with petrol, and the danger from poisoning is correspondingly reduced. The performance of the omnibuses under normal running conditions has been most satisfactory from the points of view of climbing ability, maintenance of speed, and absence of knocking, and while the fuel consumption with petrol alone worked out at an average of eight miles to the gallon, an average of over 12 miles to the gallon of creosote is being maintained. The fuel, it is said, can be marketed at about 40 per cent. of the price of commercial petrol.

Experiments with creosote are being continued with the object, first, of producing a fuel with which the engine can be started from cold, without the assistance of petrol, and, secondly, of increasing production. The authorities at the Belfast gasworks are making no secret of the new fuel, and would like to see its production developed as a profitable adjunct of all the gasworks in the kingdom.

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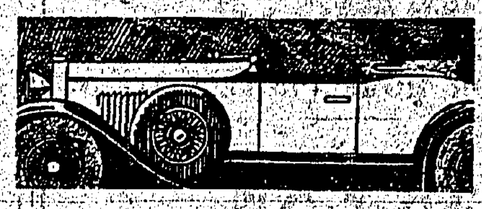

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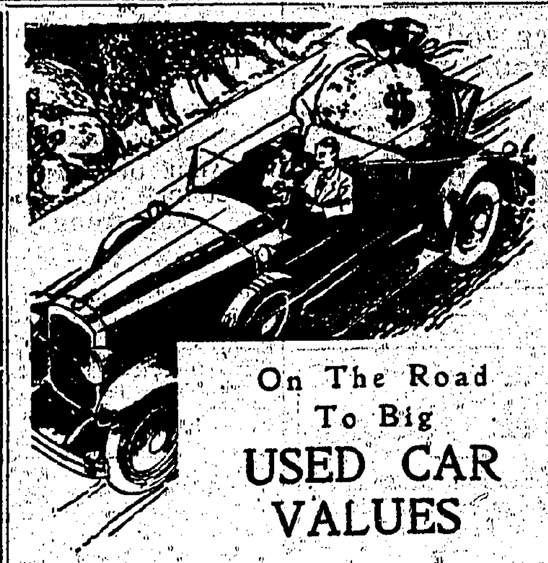

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News from Everywhere

It is a well-known fact that the U.S.S.R. are purchasing motor vehicles from most European countries, and it is significant that an order has just been executed for a quantity of Morris-Commercial light rigid six-wheeled chassis.

The District Commissioner of Northern Turkhana, Kenya, reports that his 16/50 Humber is the first car to have reached that particular spot, which is between 300 and 400 miles from a railway station or town, near the Kenya—Sudan—Abyssinian border.

As can readily be imagined, the car had to be driven over some exceedingly rough country on its way out, but it arrived none the worse, and is in constant use.

TRIUMPH IN JAPAN.

In the Far East, British motor cycles are supreme, and, in Japan, the enterprising distributors of the Triumph have organised several social functions amongst their large number of patrons in several parts of the country.

There was a splendid muster of machines in the "All Triumph" Rally at Tokyo on Sunday, May 17, on the occasion of the 70 miles run from the capital to Nagatoro. No fewer than 60 Triumph owners took part. The run proved to be an excellent occasion for fostering the club spirit, and opportunity was taken of exchanging motoring experiences in the Land of the Rising Sun.

MODERN CRUSADERS.

Twelve young Jewish athletes are engaged in a "sports crusade" on motor cycles in order to foster interest in Europe in a huge Olympiad which it is proposed to hold next summer at Tel Aviv, Palestine.

When they were in England they took the opportunity of paying a surprise visit to the Ariel works where some of their mounts were originally made. There they displayed great interest in the moving assembly track, and other modern production methods before setting forth again on their self-imposed task.

DURBAN'S FIRST DOUBLE-DECKERS.

A few weeks ago, the first double-decker motor omnibus to undergo a really exhaustive trial on Durban (S.A.) roads, was placed in service by the Corporation for a six month's trial. The bus is a Leyland Titan of the latest type, and was supplied by the company's Natal agent. This handsome blue vehicle immediately aroused a great deal of attention and many hundreds of residents enjoyed rides on it during the first few days.

The Town Council's object is to make a thorough test of the vehicle over a long period, and to determine how it compares with the trams in earning per mile, operating costs, etc. The authorities are already extremely satisfied with its capabilities, and state that on the Overport route, where the most difficult bends and sharpest gradients of the whole Durban system are to be found, the Leyland is operating with complete success.

FOR THOSE ON LEAVE.

Many a man who goes home on leave from Overseas would love to tour Britain but hesitates to buy a car yet finds the cost of hiring prohibitive, for an average weekly hire rate is £11 10s., with an excess of perhaps 11d. per mile if the distance covered exceeds 250 miles. This mounts up into big money when the weeks run into months, while a fairly heavy deposit is also required.

A wiser alternative is the re-purchase system sponsored by Messrs. Roots, Ltd., of Devonshire House, Piccadilly, London, under which they undertake to buy back a car at a guaranteed percentage of its list price at any time up to six months from the date of purchase. This plan has several excellent features, especially as it works out considerably cheaper than hiring when the period for which the car is required is three months or more.

"Fast driving is not necessarily good driving; a good driver may travel fast, but he only does so with a keen sense of responsibility and full confidence that he can meet any emergency.

"A fast driver without this sense of responsibility and knowledge of his car's capabilities is little short of a criminal."—*Standard Car Review.*

The annual London to Cowes Race for seagoing motor boats furnished another Thornycroft success, for the winning cruiser *Kittihawke* was equipped with two Thornycroft engines.

She made the passage of 180 miles at an average speed of over 9 knots, despite atrocious weather conditions. So bad were they that out of 14 entrants, and 11 actual starters, only one other boat completed the course.

18-YEAR-OLD LORRY IN TIERRA DEL FUEGO.

While there are still on the roads in various parts of the world a number of commercial motors, all from 15-20 years old, there must be very few of these which have been working under such arduous conditions as the 3-ton Albion, which is owned by Sociedad Explotadores de Tierra del Fuego, Magdallenes.

This company is one of the largest sheep rearing concerns in the world, and owns vast ranches in Tierra del Fuego. Their Albions have been used mainly in connection with the transport of wool and stores, but the road conditions are particularly arduous and the fact that this 3-ton Albion supplied in 1913 gave such excellent service, resulted in a repeat order for a 5-ton model in 1929, and for a further machine of the same type, which is in hand at present.

A QUEER MUSEUM.

In a little room off Piccadilly, London, is a very queer museum. The exhibits include a crumpled horn (cow), and a crumpled horn (deer), stuffed pheasants, partridge, a duck from Regent's Park, and a swan, horse-shoes, stones,—and a selection of golf balls. The "curator" of the museum is Mr. Reginald Delpech, Sales Director of Triplex Safety Glass, Ltd., and the exhibits are objects which have crashed into the windscreens of motor cars, and have been sent by grateful owners who might have been seriously injured if ordinary glass had been fitted to their cars. Mr. Delpech is proud of his museum.

"MOTOR MINDED" BRITAIN.

Commenting on the reduction in the number of street accidents in the London area during the first quarter of this year, *The Light Car and Cyclecar* says:—"We feel that the recent increase in road safety is the culmination of years of gradual education in highway behaviour and it marks, we hope, the beginning of a new era in which every road user will at last come to realize his responsibilities in the modern scheme of things.

"The difficulty in the past has been that the motor vehicle has been a newcomer—an interloper, in fact, in the minds of many; its presence has been resented and its speed distrusted. As a result, other road users have been inclined to 'stick up' for what they have termed their 'rights,' irrespective of whether these so-called 'rights' were consistent with either courtesy or safety; and so long as you have ill-feeling on the road, so you will have danger. Now, however, the mind of the public has begun to catch up with the increase in traffic and, with the prominent symbol of the Road Traffic Act before them, road users in general have made a determined effort to fall in with modern conditions. The public is, in fact, becoming 'motor minded.'"

TRAFFIC AND TRADE ROUTES IN HAINAN.

(*Continued from Page 1.*)

Motors on the Roads.

It is approximately forty-five miles from Tun-ngai to Kachek by the old road. A horse and rider could if necessary make it in one long day. Chair carriers took a day and a half or two days. Fast freight carriers could do as well but the usual freight schedule was two days and a half. The streams of carriers pouring into Kachek market from the river used to be a most picturesque and interesting sight. Now we have the sound and the smell of the Fords and Chevrolets groaning up the steady rise into Kachek market, and the small farmers, who eked out their living by carrying, have not that additional source of income. When the freight reached Kachek that destined for the south—Vang-neng and Leng-tsi—was put in small boats that ply the Kachek river, taken down to Bak-la, around the bay into other rivers or down the Coast. That for Loh-hoe and up-river regions went upstream in smaller boats. To considerable extent this Kachek river traffic still continues.

The Old Way.

Passenger traffic depended on the river boats, as has been mentioned, on the sedan chair, occasionally on horses, though that was confined mostly to the foreign missionary, and principally on the foot path. Around the city and in Vun-sio wheelbarrows carried both freight and passengers. Big lumbering two-wheeled wooden buffalo carts (around Lin-khan four-wheelers for hauling stone) carried certain types of freight, doing most of the hauling at night. The squeak of the wheelbarrow and the ox-cart seems to be an integral part of them, never to be mitigated in any way. These carts, by the way, are a great trial to the motorists. Their narrow wheels cut deep into the road, which they cross at frequent intervals, and wasting no love on the swifter chariots, they apparently delight in cutting the auto track as deeply and as often as possible, diagonally and straight and at every conceivable place.

Roads and Bridges.

With the advent of the auto, roads became a paramount necessity. The soil here in many places makes a good road, needing only a little drainage. As long as the road can follow the upland, well and good. Causeways across rice fields are made where necessary. Bridges are more difficult. The splendid massive stone structures with their big buttresses were strong enough for motor traffic but were so narrow that cars either could not cross at all or else with slw only three inches to spare, in which case passengers preferred to walk across. These bridges have in some cases been widened by planks, and a few very satisfactory re-inforced concrete bridges have been built. Small culverts are the delight of the communists, who tear them up periodically. The matter of roads is not yet on a satisfactory basis. Between Kachek and Hoihow three companies maintain the road. Each company collects toll, at the rate of thirty cents per person, figuring six persons to a car. Of course, a bus usually has from ten to fourteen passengers. Freight cars pay at practically the same rate.

Cars and Their Drivers.

Car companies are not making a great deal these days. In Kachek market some seventy or eighty cars are owned. Of these say ten are regularly on the run south to Vang-nong, but that road is often blocked by Communist disturbances. On market days a number of cars make local trips back and forth to nearby villages, and on off-market days haul rice, firewood, lime, lumber, pigs, or whatever local products are being moved. The others go to Hoihow, the better cars making the trip out and back in one day. The companies, who bought used cars from Singapore and finding it did not pay,—new cars are much quicker and need less repair. Ten gallons of gas will more than make a round trip if the roads are good.

The license costs $30 a month.

Chauffeurs are paid at least $1 a day, and all passengers picked up along the road after the car leaves Kachek or Hoihow pay their fares to the chauffeur, who may or may not divide with the company. A second man is always carried on the car, paid from $10 to $15 per month, who acts as mechanic and is also taught to drive. The ferry fee is $1, one crossing between here and the port.

With expense for oil and repairs to be considered too it is not to be wondered that the number of cars is decreasing but the quality improving. Passengers pay from $3 to $4 for a one way trip, depending on the type of car (touring car or bus) and the number of people travelling. Freight runs about $2.50 to $3 per hundred catties. Motor traffic in Hainan has come to stay, and roads, streets, and everything else are being adapted to it with marvellous rapidity, considering the proverbial attitude that "you can't hustle the east." Man could not—but the Ford can.

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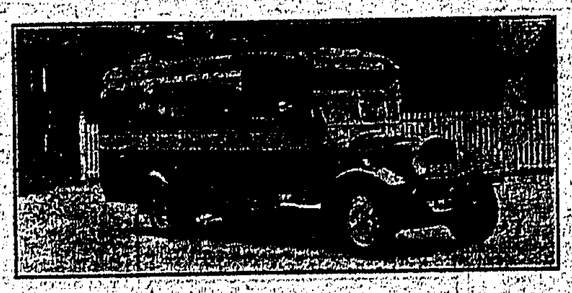

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DIAMONDS IN S. AFRICA.

STABILISATION OF THE MARKET.

NEGOTIATIONS WITH GOVERNMENT.

Kimberley, August 10.—Reference has been made in the South African Press from time to time to pourparlers taking place between the Government and representatives of the diamond industry with a view to meeting the difficulties brought about by the present depression and to placing trade on a sound basis.

The following announcement is authorised by the Diamond Corporation, Ltd.:—"Allegations, for which there is no foundation whatsoever, have been made from time to time concerning a disparity between the Corporation's selling prices and assortments and those of the Government Diamond Valuation Office. It is realised, both by the Government and the Corporation, that, in the interests of the industry as a whole, it is essential that Government diamonds and those of the Corporation should be sold on the same basis.

"The agreed intention of the Government and the Corporation is that diamonds sold to South African cutters should be sold on London parity, less the export duty and other expenses.

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"As regards relations between European and South African diamond cutting, Sir Ernest Oppenheimer, on behalf of the Diamond Corporation, recognising its utmost importance, urges representatives of European industry to recognise the South African cutting industry, and to establish and maintain suitable relations between the two industries."

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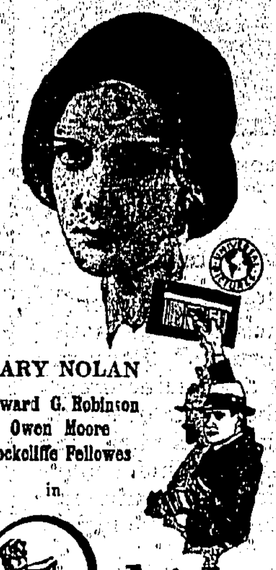

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THE SILVER SCREEN.

QUEEN'S THEATRE.

"IT'S A WISE CHILD."

Marion Davies is starred in "It's a Wise Child," which will be shown as the next change at the Queen's Theatre as a new Metro-Goldwyn-Mayer starring vehicle.

The picture, directed by Robert Z. Leonard, is an adaptation of the Broadway stage hit by Laurence E. Johnson. It has as motivation the small-town gossip that creates a scandal against the wrong girl.

Sidney Blackmer plays opposite Miss Davies as the lawyer who is willing to marry her in order to save her good name, only to find the sacrifice a mistaken one.

James Gleason heads the supporting cast as the iceman and Marie Prevost is the servant girl whose secret marriage and approaching motherhood start the gossip which reflects against the belle of the town. Lester Vail is the back clerk; Polly Moran is Bertha; Johnny Arthur is Cousin Otho; Robert McWade, the gruff banker; Ben Alexander, the brother; Hilda Vaughn, Alice; Clara Blandick, Mrs. Stanton and Emily Fitzroy, the town gossip.

The picture gets away to a rapid start with a thrilling race between a limited train and a midget roadster and continues to pick up swift and hilarious momentum until the confusion is explained in a striking climax.

"CIMARRON."

"Dramatic licence must not be taken with "Cimarron"." An order to that effect by William Le Baron, in charge of RKO Radio Pictures' production, made the screen adaptation of Edna Ferber's novel a responsible and difficult task.

At least, Louise Sarecky, associate producer, Wesley Ruggles, director, and Howard Estabrook, scenarist, all of whom spent four months in preparing the story, think so.

Ten days of fascinating reading matter was condensed to two hours' absorbing entertainment without loss of the Ferber style, motif or story.

"Millions have read and loved Miss Ferber's novel," says Le Baron. "I feel they have every right to a faithful screen version.

"No expense has been spared in securing backgrounds, talent, locations and settings that will accurately reproduce the realism of the first Oklahoma land 'run' and the colourful days that followed."

Starred in "Cimaron," the next change for the Queen's Theatre, is Richard Dix. Opposite him is Irene Dunne. Others in supporting *rôles* are Estelle Taylor, Roscoe Ates, Georgie Stone and Eugene Jackson.

CENTRAL THEATRE.

"OUTSIDE THE LAW."

An underworld drama which is in many ways remarkable is "Outside the Law," the Universal all-talking production which opened an engagement yesterday at the Central Theatre. In addition to its many excellent qualities, it achieves real distinction as a crook story which very powerfully touches the heart strings. The love story of two underworld sweethearts is presented with a rare quality of delicacy and charm.

Mary Nolan, in the *rôle* of Connie Madden, fully justifies her position as a screen star, and gives a convincing portrayal of a difficult *rôle*—difficult in that for the greater part of the picture it is in a measure unsympathetic. But this blonde beauty makes Connie a vibrant character who dominates her every scene, and who in the end makes a supreme sacrifice on the altar of love.

The popular Owen Moore is seen in the leading *rôle*, and brings to the *rôle* of the gangster lover the attractive personality that has endeared him to the hearts of theatregoers. Another powerful characterization is contributed by Edward G. Robinson, a recent recruit to motion pictures following a successful career on the Broadway stage.

"Outside the Law" deals with the robbery of a large metropolitan bank by a clever crook, and the complications resulting from the interference of a gang leader, who demands a share of the proceedings. The story works up to a rousing climax which is the proverbial "last word" in thrills and suspense. In addition to those already mentioned, prominent *rôles* are played by John George, Edwin Sturgis and Delmar Watson—The latter a four-year old actor of unusual ability.

"THE DONOVAN AFFAIR."

The whole world loves a mystery as is evidenced by the many newspaper accounts of real-life mysteries, the magazines with fictional accounts of crime and its detection, and the bookstore counters piled high with thrillers.

There is no form of literature more entertaining, more stimulating or more effective as a means of relaxation. The vogue has always been pronounced but this year the popularity of the thriller in every form of expression has reached new heights. The magazines are filled with serial and short stories of this description and prizes are being awarded for solutions to mystery puzzles. The stage has been the medium for innumerable plays and the films have had their innings for several months past.

The screen adaptation of the famous Owen Davis play, "The Donovan Affair," considered one of the most entertaining and realistic detective dramas on the legitimate stage will open at the Central Theatre very soon as an all dialogue film. Jack Holt, Dorothy Revier, Willian Collier, Jr., John Roche and Agnes Ayres have featured *rôles*. Frank R. Capra directed this great mystery drama.

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NOTICE.

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NEXT CHANGE
THURSDAY, 10th SEPTEMBER

with
Ted Healy
Frances McCoy
Stanley Smith
Rube Goldberg's SOUP TO NUTS
FOX MOVIETONE

KING'S THEATRE.

"KICK IN."

Clara Bow, herself, is the big kick in "Kick In," the Willard Mack drama on the talking screen, which is now showing at the King's Theatre. At last the red-headed "It" star steps out of her customary character and flashes on the screen a glimpse of the fiery Bow emotions.

"Kick In," Clara's first dramatic vehicle for the talkies, is a story of love versus the law. It deals with the struggles of an ex-convict, Regis Toomey, to "go straight," in spite of the hounding of a vicious detective, the pleadings of his underworld friends, and the temptations of the "easy" road. Clara is the motivating force in the story, as the sweetheart who opposes her charms to the forces that try to drag the man she loves back to a life of crime.

Toomey has, in "Kick In," a *rôle* that offers him many more opportunities for distinction than did his most famous part in "Alibi." He is a fine dramatic actor, with an air of believableness about him. The drama of "Kick In" is shared between him and Clara. Its success is chiefly theirs.

But an excellent supporting cast and a splendid directorial mind contribute added effectiveness to "Kick In's" drama. Wynne Gibson, Juliette Compton and Leslie Fenton head a brilliant array of supporting players.

"SOUP TO NUTS."

Studio technicians at Movietone City are lamenting their return to ordinary duty after six weeks of unbounded hilarity born when the first scene of Rube Goldberg's comedy, "Soup to Nuts," was filmed. Mirth continued unabated until the faint echo of the gargantuan giggles aroused by the last ridiculous scene died away in the mists of early morning after shooting all night to complete the picture on schedule.

Bengamin Stoloff, director of this comedy creation from America's foremost cartoonist, declared upon finishing the picture that never in all his experience of directing thirty-three pictures for Fox Films, many of which were comedies, had he worked with such irresistible and uncontrollable "nuts" as Ted Healy and Rube Goldberg.

Ad lib comedy was the order of the day, everyday. Gags for the picture, for the cast, for the workers and spectators, and for their own sweet sake were consistantly on tap, running like a steady stream from an inexhaustible fund of brilliant wit and comedy.

There was positively no such thing as maintaining seriousness while the picture was being filmed. It could not be done. No sooner would Stoloff get the company settled for a serious bit of business than an extemporaneous gag from Charles Winninger, George Bickel, Frances McCoy, Stanley Smith or some other of the score or more famous comedians in the cast would send the whole company into gales of whole hearted laughter.

"Soup to Nuts" was written by Rube Goldberg as a sort of biography of all his famous cartoon characters. It is said to contain every laugh provoking element that he used so effectively in his cartoons for the past quarter of a century, and for that reason lives up to its descriptive title—"Soup to Nuts."

It will be shown at the King's Theatre on Thursday.

PRINCE'S THEATRE

SHOWING TO-DAY (Sept. 8-9) At 2.30, 7.15 and 9.15 p.m.

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Added Attraction: "WALTZING AROUND"

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FILM STAR'S ROMANCE.

MADELEINE CARROLL TO WED.

Madeleine Carroll, the most celebrated actress in British talking films, will probably be married before she resumes her acting career.

When she left the cast of "After All" at the Criterion for a Continental holiday recently, Miss Carroll denied that there was any engagement between herself and Captain Philip Astley.

They are now formally engaged, and Captain Astley has introduced his prospective bride to some of his relatives at his villa in Italy.

Preliminary arrangements have been made for the wedding.

Miss Carroll intends to return to the stage in the autumn.

She will also do some film work, but proposes to restrict her activities in this direction to one or two pictures a year.

Miss Carroll met Capt. Astley (whose home is at Brinsop Court, Herefordshire) early this year at a party given by Lord Milford Haven.

Capt. Astley is an estate agent, and a director of the Astral Development Company.

ENGLISH FILM STAR.

CAREER GIVEN UP FOR DYING WIFE'S SAKE.

A real life drama of the film world has ended with the death, in Hollywood, of Mrs. Jameson Thomas, wife of the popular English film star who gave up a certain £10,000 a year in England to work in California.

Mrs. Thomas died from tuberculosis, and it may now be revealed that her husband resigned his career in English films in the hope that she might recover her health in a more favourable climate.

Miss Evelyn Dudson, as she was before she married Mr. Thomas, was a Press agent, who absolutely devoted herself to making Mr. Thomas famous. Having succeeded in doing so, she made herself an equally devoted wife to him, although before they left England last year she was practically compelled to live in sanatoria.

Mr. Thomas filled the star *rôle* in such English talkies as "Tesha," "High Treason," and "The Hate Ship." He had previously distinguished himself in silent films, notably "Poppies of Flanders," "The Farmer's Wife," and "Piccadilly."

DOCTOR'S PIEMAKING TESTS.

GERMS KILLED BY COOKING.

A doctor's experiments in piemaking to test the tenacity of life of various micro-organisms were described at the continued inquiry at Camberwell into the deaths of Joyce Whyatt (9), of Fearnley Road, and Mrs. Louisa Moule (67), of Fowler Street, Camberwell.

Both died in hospital after eating meat pie, while the dead girl's mother, Mrs. Whyatt, and her sister, Valerie, were taken to hospital.

The coroner, Mr. Douglas Cowburn, said it was difficult to determine exactly how the pie became contaminated.

The Borough of Camberwell bacteriologist had found in the remainder of the pie micro-organisms associated with food poisoning. That had been confirmed by a report from the Ministry of Health. Mr. H. W. Leonard, Sanitary Inspector, of Camberwell, said he visited the shops from which the beef and green bacon had been purchased, and found that the regulations concerning the keeping and selling of such foodstuffs were being carried out satisfactorily.

Doctor's Three Pies.

Dr. G. W. J. Bousfield, director of the Pathological Laboratories, Camberwell Borough Council, said that it was probable that the pie became infected with bacillus between the time when it was first opened and when Mrs. Moule ate some the following day.

The Coroner: Could the cooking of the meat and of the pie have been sufficient to kill these organisms had they been present before cooking?

Dr. Bousfield: Yes, I have carried out experiments by making three different pies by different methods. It would be almost impossible for the bacillus to live at the end of the time—if the pie was cooked properly, of course.

The jury returned a verdict of "Death by misadventure due to food poisoning" in each case, and expressed the view that the food became contaminated after its purchase.

They added a rider expressing satisfaction at the thorough investigations into the cases by the local authorities.

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ESCAPED CONVICT RECAPTURED.

QUIET SURRENDER AT WANCHAI.

IN POOR PHYSICAL CONDITION.

Mak Kwai, one of the two convicts who figured in the sensational escape from Victoria gaol on August 12, was recaptured by the police at an addres in Amoy Street, Wanchai, on Saturday, and after almost a month of liberty, he is again behind prison walls.

It will be recalled that the two convicts made their escape when it was raining heavily and although they were seen just as they scaled the high prison wall into Chancery Lane and were chased for a certain distance by a Chinese gentleman, they kept clear of the law until Saturday night when Mak was captured. Lo Yuk Cheung, his associate, however, is still at large, and is believed to be in Chinese territory.

"Elusive Customer."

Police officers who were assigned the job of getting Mak Kwai describe him as a most "elusive customer." They almost had him more than once but invariably just as the net was closing round him, Mak would give them the slip. On one occasion, at an address in Yee Wah Street, in Wanchai, warned, as if by instinct, at meal time, he laid down an unfinished bowl of rice and left by one way as police officers entered by another.

Then on Saturday night his spell of liberty came to an end when he was arrested by Detective-Inspector Wong Lan and Detective-Sergeant Macdonald at 12, Amoy Street.

As the officers entered the ground floor, they saw a man on a bed with his head swathed in the folds of the mosquito curtain. The face was not at all like the photograph of Mak Kwai which was circulated. The man was now only a shade of his former self, having lost much weight and his appearance had changed considerably on the whole. But the officers saw through this change and they arrested their man who gave himself up very quietly.

Probably Glad to be Captured.

Since his escape, Mak Kwai dared not try to get a job for fear he might be recognized. He had subsisted on what his friends could give him and, judging by his physical condition, they had given him very little indeed. Such was his condition at the time of his arrest that the police officers stated that he might have possibly returned to his cell in the Gaol very soon had he not been recaptured.

POST OFFICE NOTICE.

Poste Restante Correspondence.

T. F. Augustin, C. Breyer, H. V. Bahr, Chiam Heng Hong, Miss A. Chamberlin, The China Co., Ltd., Mr. Charon, J. Dalgarno, H. H. David, Capt. J. W. Evans, C. Eade, M. Firin, R. R. Gibson, Mr. Greenwood, V. Harlamoff, L. G. Hogan, H. H. Hunter, Han Chin King, Ho Choy, A. L. Jones, L. N. Jensen, E. Kantzler, A. Kiefer, Lefkov Konig, Capt. S. J. A. Longley, L. Lonsdale, Edwardo Lou Chang, G. H. Medhurst, W. H. Moss, Mr. Miliara, F. B. Marshall, J. Newman, C. Nelson, Oriental Art Co., Capt. A. Rawlinson, Miss B. Robertson, Messrs. Richardsons, J. Read, T. H. Reid, A. Stanley, Mrs. J. Saunders, South China Leather Goods Co., Mrs. J. Scott, H. O. Saiman, Miss M. Sollman, Miss Ruth Story, Sang Tai Co., E. Sullivan, Andrew J. Tong, E. A. Vecata, Mons. Van Dyk, R. Wyllie, P. P. Wolfe, J. Watson.

Registered Articles.

Chuy Ya Muy, Mona Charon, S. A. Drubber (c/o H.K. Hotel), Rev. R. F. Edwards, Pritamdas Kimatrai, Walter Alex. Lowry (c/o H.K. Hotel), Miss M. E. Nelson, R. Schoaven, Miss Tun Lai Pun, Mr. Zeszczynski.

Unpaid Correspondence.

J. C. Herzog, May North, Capt. and Mrs. J. L. O'Strandee, Mrs. M. Patterson.

Unclaimed Radio Telegrams.

1477, from Canton; Lim Tu Kong, Cecil Hotel, from Canton; Ong Keng Seng (2), from Canton; Chosuifuku, c/o Empress Hotel, from Canton; Chung In Lin, Kowloon Hotel, from Amoy; Ricemill, from Palembang; 5699 (2), from Keelung; 1423 3097 0731 0003 1572 0448 6870 1694 2639 1450 1342 1105 5714 2651 1341, from Bangkok Sub.; Mrs. Franklin Canning, Peninsula Hotel from Douglastonny; Chang Hsin Wu, 723, Nathan Road, Mongkok, from Shanghai.

C.E.R. DISPUTE LAGS ON.

MOSCOW CONFERENCE STILL FRUITLESS OF RESULTS.

NEGOTIATIONS MAY LAST YEARS.

Harbin, August 18.—During the year 1929 when the railway conflict between Soviet Russia and China was going on, the whole of Manchuria anxiously awaited a settlement, and great was the rejoicing on the signing of the Habarovsk Protocol, which, it was considered would settle all matters in dispute between the two countries once and for all time, within a space of not more than six months.

These hopes were doomed to intense disappointment as the Special Commission which was to have left on January 25, 1930, did not leave Harbin till May. Once Mr. Mo Teh-hui and his assistants arrived in Moscow, hope again grew, everybody expecting the Conference would last a very shot time, but it is now August, 1931, and there are no signs of any question having been settled, discussions going on at intervals without any final result being attained, and apparently the matter will drag on for years, unless one or the other side takes a drastic step.

It is neither to the interest of China nor Soviet Russia to take such a step, and yet certain actions are being taken which might end in an open conflict. Considering all the circumstances, the question might well be asked is there any tangible reason why the special commission should go on sitting in Moscow?

Commission Reduced.

To begin with, the Chinese side of the C.E.R. Board has been reduced from five to two members for more than a year, thus making it almost impossible to carry on the work necessary in a proper manner, and also delaying questions owing to the want of a quorum.

Secondly, the expense, of keeping the delegates in Moscow in enormous and though it would not be spoken of if some result had been obtained, it seems very far from economical to keep a whole Commission in a foreign country without achieving anything during the space of fifteen months.

The Chinese Eastern Railway is working as before and the present management has been wide awake to the necessity of retrenchment, not hesitating to take drastic measures to avoid bankruptcy or at any rate heavy losses. The settlement of important question has to be made by the President in Moscow, causing delay and endless explanations which all, interferes with the working of the railway. Under such circumstances would it not be better to start from another angle and that a Diplomatic and not a Commercial one.

Resumption of Relations.

Why should not China and Soviet Russia resume diplomatic relations, each country appointing an ambassador with a staff of assistants capable of discussing all questions in dispute between the two countries, and once this has been done, there would be no necessity for a special commission of railway men.

There would then not be any complaints about the Commission wasting time and money, as the Embassies, being permanent institutions, would carry on the negotiations for any length of time.

Some years ago, Japan and Soviet Russia agreed to exchange of diplomatic representatives and all questions in dispute between the two countries are discussed by the ambassadors and not by special commissions.

If such a course was adopted, the air would be cleared and something done, but the present position is such that it may go on for years without any result being achieved.

The countries are not at war, relations are apparently friendly and both are anxious to avoid any conflict, then why not renew diplomatic relations and let all other questions follow in their turn, worked through the proper channels.—*N.-C. Daily News.*

TATTOO AIR CRASH.

INQUEST JURY BLAME NO ONE.

Folkestone, August 10.—The question whether an airman who had had less than six hours' experience of night flying should have taken part in acrobatics at a tattoo was raised at an inquest near here to-night.

The inquest, at Hawkinge Aerodrome, was on Pilot-Officer Dennis C. Vaughan-Fowler, of the 41st Squadron, R.A.F. who was killed when his machine crashed and burst into flames.

Flight-Lieut. A. Leach said that a few minutes after Vaughan-Fowler had left the Hawkinge Aerodrome for the tattoo ground he returned over the aerodrome and flashed an emergency signal that he wished to land. He was then 400ft. up. A few seconds later he crashed.

Lieut. Leach said he thought Vaughan-Fowler had encountered low cloud and weather not to his liking.

The Coroner: How much night flying had he done?

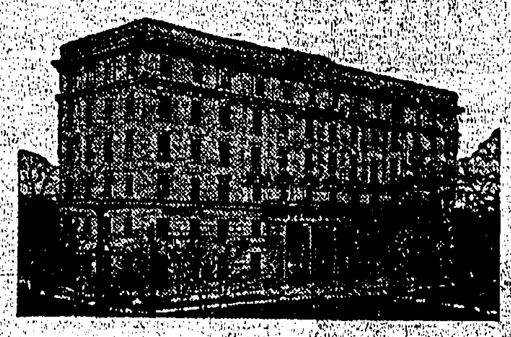
Lieut. Leach: 5hrs. 55mins.

Mr. P. Gardner (representing the relatives): Do you consider 5 hours 55 minutes gives an officer sufficient experience for him to do aerobatics in the dark?—He had a one-and-a-half hour's night flight on June 10, and then did aerobatics.

You did not hesitate in sending him up?—No.

Lieut. Leach added that Vaughan-Fowler wanted to take part in the display.

A verdict of "Death from misadventure" was returned, the jury adding that they attached no blame to anyone.



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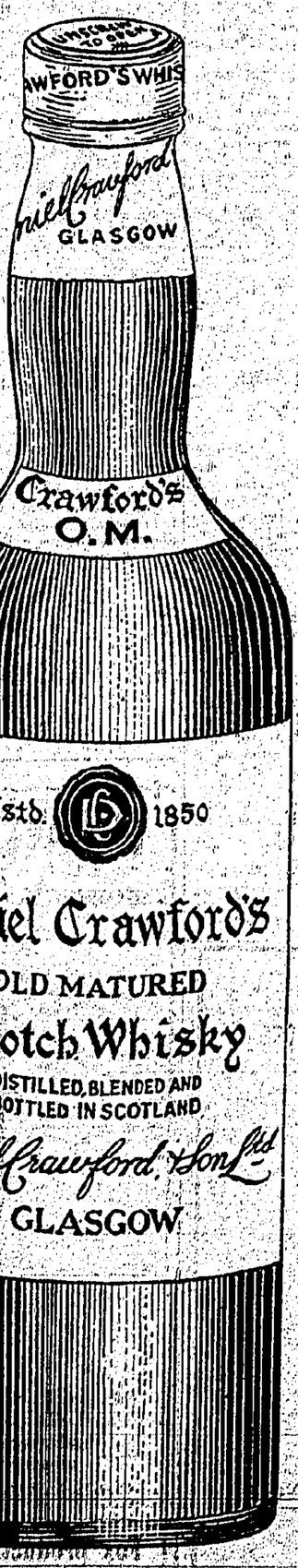

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SOME FACTS ABOUT A CHINESE EXECUTION—AND THE MORAL.

THE ANTI-RED CAMPAIGN.

(From Our Own Correspondent.)

Foochow, September 1.

Since I wrote last, we have had ten days of rain and wind as typhoons passed left and right of us. Luckily none of them touched us but one went inland near Santuao and Funing. Some of the houses on the hill at Kuliang suffered by having their verandahs blown away. Once again as last year, the typhoon came from the wrong direction and the typhoon walls were of no protection to the houses. We hear that most of the houses at Funing and Santuao had their roofs blown away, while others were completely demolished. I was told by a man who had had word from Funing, that nine out of ten people were homeless, and that the Mission property suffered to a great extent. There was also a rumour that the Kongmoon, a large launch running between Foochow and Santuao, had sunk, and all on board drowned. Luckily this rumour proved to be wrong, though we should not have been surprised if it had been true. These boats are not really seaworthy and are generally overcrowded, and with the high seas they experience between Santuao and Foochow, it is surprising they have not capsized.

In my last letter I wrote of a man called Lin who had been arrested in the French Concession in Shanghai, and was being sent back to Foochow to stand his trial for all his misdoings, and I also said that without any doubt he would be shot after the trial. I was wrong as there was no trial and instead of being shot he was hacked to pieces, and the whole affair was an utter disgrace to the local Government. This Government is part of the National Government of a nation who say they are capable of looking after and dealing with foreigners, and who also say they will just abolish Extrality. Perhaps the details will be enlightening to people who do not live in China. Lin deserved death but not in the way it came to him. Lin was arrested in Shanghai and shipped to Foochow by the steamer Hua An, in a crate. At first it was said that both his shoulders were dislocated to prevent him causing trouble or trying to escape, and that no passengers were allowed on board. This was not so and a passenger who was on board said he was allowed exercise among a heavily armed guard and then put back in the crate. He arrived in Foochow and on Saturday afternoon was taken to be executed. According to Chinese custom his last request for as much brandy as he could drink was granted, and he consumed enough to be dead drunk and luckily oblivious of all that followed. He was taken to the reclaimed ground on the Mainland near the bridge in a chair with his hands tied. No proper executioner was available so they got some man to do it and he insisted on having brandy to fortify him and enable him to do the job at all. Lin being totally incapable had to be held in position till the knife descended and then they would let go with the result he would roll over and the unsteady knife of the half-drunk executioner would hit him everywhere but in the right place. After seven attempts the knife at last got his neck but one stoke was not enough and the executioner hacked his way through and then it was all over. Revolting details I know, but it is about time details were told so that people elsewhere may have a real idea of what does go on, and perhaps be a little more interested than they are at present.

Lin's relations took away the corpse at dark and by paying $700 got a Chinese to sew the neck to the body. For a last detail I might add that the crowd watching the "execution" applauded and laughed as if they were at a theatre and it was not a crowd composed of only coolies and illiterate people.

A "civilised" nation and Government carried this disgraceful affair out. I think it can be clearly seen that after the Thorburn case, the Hankow episode, when women were assaulted, and other incidents plus the knowledge of how they treat their own people, that if Extrality is abolished no foreigner will be safe. And it is my opinion and others that even the two Communists lately handed over to the Chinese to be dealt with should not have been handed over. No white woman whatever she has done ought to be dealt with by people who permit and/or do all the things that have been done the last few weeks.

The Large Knife Society.

From up-country comes the news that a certain Budhist Priest in West Fukien recently formed a "Large Knife" Society. He writes charms on pieces of paper which he and his followers paste on various parts of their bodies, and also drink the ashes of paper, mixed with water, on which charms have been written. This is said to make them impervious to shot and steel for four hours, during which time they are not allowed to speak for fear of breaking the spell. So far they have not yet lost a skirmish during the hours they have observed all the rules. From a band of a few hundred they now number over three thousand, and are gradually replacing the "large knives" with which they started the Society, with more modern arms of warfare. The original idea of this Band was to protect the farmers against bandits, etc., but adherents have increased to such and extent, and the farmers are so few, that they have been obliged to change their policy, and are now probably bandits themselves.

The Anti-Red Campaign.

It is difficult to obtain any authentic news from up-country but rumour has it that Chiang Kai Shek's troops are not having it all their own way. It must be remembered that to climate the Red element from the west of this province guerilla fighting tactics must be employed, and a campaign of this nature is not concluded in a few weeks. We hear that once again the dollar may prove mightier than the sword!

Social.

There is little to write of the social side of the port. Departures and birthdays have been celebrated, and the "Brighter Foochow-ites" have managed to enjoy themselves. Mr. T. W. Southam, of the Asiatic Petroleum Company, was married very quietly to Miss Anna Gair, on Wednesday, July 19, and we are very happy in being able to welcome Mrs. Southam to the port, and to wish them all happiness.

The Waishing and the Kwongsang.

I have just heard details of the two ships which came to grief in the typhoon. The Waishing belonging to the L.C.S.N. Co., went ashore North of Funing Bay, but passengers and crew were safely landed with the loss of a life. She has since been refloated. Another steamer, the Kwongsang, of the same company, was missing for several days and at last was said to have foundied on 10th, somewhere around Funing Bay. H.M.S. Sepoy proceeded to the scene to collect all possible data from the natives. On 14th a junk brought in three survivors of the crew to Pagoda Anchorage. All three were Chinese, and in a very exhausted condition. They were somewhat vague, as to what had taken place but remember the ship striking a rock and later on the engines starting again, and suddenly finding themselves in the water with lifebelts on, where they remained for many hours, eventually being washed up on Sea Cat Rock, from whence they were rescued by the junk. Buffeted by the huge waves and terribly lacerated by the rocks they were in a very pitiable condition and one man had to remain in hospital, while the other two proceeded to Shanghai on the 15th.

Admiral Yang Shu Chuang is recuperating at Kuliang, where he is finding the cool weather most beneficial to his health. Affairs of State are not suffering as he is kept in constant touch with the political situation by a private line to his Yamen.

KOWLOON NOTES.

THE "OLD ENGLISH FAIR."

Some time ago we reported in these columns that the St. Andrew's Church council proposed holding an "Old English Fair" at the beginning of the season. It has been decided to hold the fair on Saturday, October 3, and it will be opened at 3 p.m. by Mrs. W. T. Southorn, the chairman being the Hon. Mr. W. E. L. Shenton. The holding of this fair commemorates the opening of St. Andrew's Church for public worship some twenty-five years ago, and as a notable anniversary the fair calls for loyal support from both the Kowloon and Hong Kong communities.

The various committees connected with the organising of the affair have been working hard for some time past to make this enterprise a very real success, and, if we are to judge by the fare they are providing, it can be safely said that their efforts will be rewarded.

"Old English," in fact, as well as in name is the keynote of the fair, for everything, including the food to be eaten, is to be reproduced, and as nearly as conditions and climate will allow, to that which was known in England during the centuries. Everything and everyone is to be catered for. Of the various attractions offered on this special day we have only space for a few which we enumerate hereunder.

Ginger bread, Brandy snap, and Hoky-Poky, will be on sale at an old English cottage which has been designed and will be erected by Mr. O. B. Raven; fancy stalls, sweet stalls as well as many others are being arranged and will be tended by the members of the Mothers Union under the guidance of Mrs. Walton Rogers; Mr. Dormer and his Scouts are to be responsible for the side shows and old English games, whilst Mr. Sweet has charge of the dramatic entertainments. We cannot, as yet, give a list of all the stalls but we can, and do, urge everyone to attend the fair and spend an enjoyable afternoon on Saturday, October 3.

ST. ANDREW'S CLUB.

Probably the most enjoyable and interesting event in connection with St. Andrew's Club held during August was the Dramatist Evening arranged by Mr. S. A. Sweet when he produced G. B. Shaw's "How He Lied to Her Husband. All the artists connected with the performance played extremely well and a report of the concert appeared in these columns.

A whist drive, the proceeds of which were devoted to the organ fund, was held on the 17th of the month and attracted some fifty people. Such good support having been given to the whist drive, the committee of the club have decided to hold another on Monday, September 14. The indoor games tournament was also extremely popular and a further series is to be run during the winter months. The games to be played are ping pong, deck quoits, bagatelle, and billiards, all of which are of proved popularity among club members and their friends. A most attractive programme of entertainments has been arranged to take place during the present month. Further announcements concerning these events will appear in these columns.

SCOUTS AND SCOUTING.

Scouting is probably the most enjoyable of the pastimes which the younger lads at Kowloon take part in. One of the most energetic troops in the Colony, St. Andrew's Scouts are for ever devising plans for the improvement of the troop and for their own pleasure, thereby gaining the name of being one of the most efficient troops in the Hong Kong area.

This year the troop attains its eleventh birthday and the event is to be commemorated by a special parade service to be held at St. Andrew's Church on Sunday, September 20. It is hoped that the different troops of Girl Guides in Kowloon will also attend the service, thereby making it a birthday anniversary worth remembering.

The troop have recently taken into the fold Mr. S. A. Sweet and Mr. Marshall, both old and experienced scouts, and these gentleman have been of valuable assistance in numerous ways, teaching the troop many new "tricks."

A boxing class has been started by Lieut. Charles Christian, R.A., and it is hoped to hold a boxing display at the end of the year. Quite a number of scouts are already attending, but to make the class and display a definite success many more will have to be enrolled. Five new members have joined St. Andrew's Troop during August whilst four of the old hands were put through and gained their cooking tests. The candidates for this test were examined by Mr. Sweet.

(Continued at foot of next column.)

H.K. VARSITY SENSATION.

ALLEGED "ASSAULT" ON UNDERGRADUATE.

LUGARD HALL TO BE CLOSED.

A sensation has been caused by the decision of the Council of Hong Kong University to close down Lugard Hall next term until further notice.

It appears the cause is that a certain undergraduate named Teo Ban Hin, a 4th year medical student is alleged to have been "assaulted" (or ragged) by a number of students in his room in Lugard Hall on the night of August 26, while he was asleep. It is alleged that he was bound up and carried to a coal hole. The following morning, he reported the incident to the Vice-Chancellor (Sir W. W. Hornell), who with the Registrar, Mr. W. B. Finnigan, and Prof. W. Faid at once proceeded to Lugard Hall, where enquiries were made, but without success. Many students, including a few who were strongly suspected, were closely questioned; but no evidence could be obtained to prove that the few suspects had committed the offence.

It is learned that the undergraduate Teo has had himself examined by Prof. W. I. Gerrard, who has certified that the signs on his neck were very serious, and might have produced fatal results. It is also learned that he has reported the affair to the Police, and is going to take legal proceedings against the person or persons whom he alleges to have assaulted him. Inquiries have also been made by the Police, but they too could find no substantial evidence that would lead to the identity of the offenders.

A Council meeting was held, and it was resolved that the best thing to do was to close down Lugard Hall for the Autumn Session.

The following notice was posted up in Lugard Hall on Sept. 5:—

1. That the Council has learned with alarm and indignation of the cowardly assault perpetrated on the night of August 26, 1931, by certain students of Lugard Hall upon Mr. Teo Ban Hin, a 4th year medical student, who was residing at Lugard Hall during the long vacation.

2. The Council condemns in the strongest possible terms the disgraceful and cowardly conduct of the students who were responsible for the assault on Mr. Teo Ban Hin, while he was asleep in his cubicle at Lugard Hall on the night of August 26.

3. That the Council has learned with great disappointment that no assistance whatever was given to the Vice-Chancellor who conducted the inquiry into the matter by any of the students who were in Lugard Hall on the night in question. There is evidence to show that information was systematically withheld from the investigating officers.

The Council considers that this attitude of the members of the hostel as a whole, in a case which involves the fair name of the University, calls for severe condemnation. It is therefore decided that Lugard Hall shall be closed as a hall of residence for the Autumn Session or until further orders if necessary.

4. In conclusion, the Council authorises the Vice-Chancellor to take such further steps to trace and deal with those students who were directly concerned in the assault on Mr. Teo Ban Hin, as he may deem necessary or expedient.

(Signed) W. B. FINNIGAN
(Registrar, University of Hong Kong).

HAINAN COMMUNIST "REPENTS."

SAVES HIMSELF BY BETRAYING COMRADES.

[FROM OUR OWN CORRESPONDENT.]

Hoihow, Sept. 1.

"Wan Long," leader of the Communistic organization in the District of Man Cheung has fallen into a trap and was caught by one of the local militia and turned over to the District magistrate. Then followed days of suspense and the populace patiently waited to see him marched to the execution grounds. It now turns out that Wan Long has divulged to the authorities the secrets of the Red organization and has on several occasions led the military direct to Communistic headquarters. This has resulted in the demoralization of the Reds, many of whom have been caught and executed. Recently Wan Long addressed over a thousand people from the theatre stage exposing the methods of the communists and warning against its insiduous doctrines.

Ethnological Expedition.

Dr. H. Stübel, German Ethnologist from Dresden but lately connected with the T'ong Chi University in Shanghai is making an intensive study of the Aboriginal tribes in Central Hainan. He entered the Loi country at Nam-fong with guides and although several weeks have passed no word has been received from him since. It has been rumoured that a foreigner has fallen into the hands of the communists but these reports have not been substantiated. Dr. Stübel planned to cross the Island from North to South *vid* the Five Finger Mountains to Ngai-chow City and to return to Hoihow by salt steamer from Sam-a-bay. Dr. Stübel is very enthusiastic about his work and is prepared to meet hardships which he is sure to encounter at this time of the year due to excessive rains, swollen rivers and hungry leeches.

War on Smugglers and Pirates.

The lucerative business of smuggling into Hainan from Hong Kong, Kwang-chow-wan and other ports on the southern coast has had a set-back due to the vigilance of the Custom's authorities. The Custom's cruiser Ping Ching is prepared to make war on pirates and smugglers. The effective patrol of the coast has put fear into the hearts of smugglers who realize the danger of losing both cargo and craft, should the eagle eye of the Ping Ching suddenly appear on the horizon.

EUROPEAN'S PLUNGE TO DEATH.

PINNED UNDER CAR IN MALACCA RIVER.

Malacca, Aug. 30.—A European lost his life here to-day when with his motor-car he left the road and plunged into the river, being pinned down and drowned.

The victim was Mr. A. D. Watton, of the Hong Kong and Shanghai Banking Corporation, with whom he had been for the last six or seven years. He was aged about 29.

There were no eye-witnesses of the accident except Mr. Watton's eyewho was in the car as a passenger.

According to his story Mr. Watton left the swimming club where he had been with a party of friends and drove along the approach road. Apparently he missed the road at the bridge and drove into the river which was seven feet deep at the time. The car turned turtle pinning Mr. Watton underneath.

The eyes managed to scramble out and being unable to free Mr. Watton went to the nearest police station for help. He returned and stopped a passing motor-car containing two Europeans. With their help Mr. Watton's body was recovered.

The funeral took place this evening at Bukit Serindit and was largely attended.

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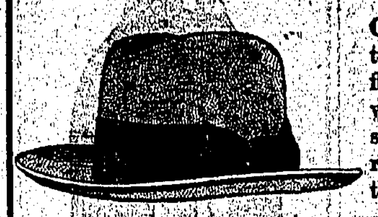

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HONG KONG CRICKET LEAGUE.

NOTICE IS HEREBY GIVEN that the ANNUAL MEETING will be held at the SANITARY BOARD ROOM, Post Office Buildings (by Kind Permission) on FRIDAY, the 11TH DAY of SEPTEMBER, 1931, at 5.15 P.M.

W. C. HUNG,
Hon. Secretary.

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NOTICE.

A. S. WATSON & CO., LIMITED.

THE Undermentioned Certificate for 50 Shares in this Company, registered in the Name of KWOK SIN HING, has been declared LOST. If, at the expiration of One Month from the Date hereof the following Share Certificate be not produced to the Company, namely, Certificate for 50 Shares No. 20,191 to 20,240, A NEW CERTIFICATE for the said shares will be issued by the Company and thereafter NO OTHER will be recognised.

A. S. WATSON & CO., LTD.

Hong Kong, 3rd Sept., 1931. [1147

HUMPHREYS ESTATE & FINANCE CO., LTD.

NOTICE.

THE Undermentioned Certificate for 100 Old Shares in this Company registered in the Name of MRS. E. S. ANDREWS has been LOST or DESTROYED, and should this Certificate not be produced to the Company before the 23RD SEPTEMBER, 1931, New Certificate for the said Shares will be issued and the Old Certificate No. 5161 will thereafter be treated by this Company as NULL & VOID.

Certificate No. 5161 dated 7th SEPTEMBER, 1904, for 100 Shares Nos. 78801/78900.

JOHN D. HUMPHREYS & SON,
General Managers.

Hong Kong, 24th Aug., 1931. [1090

PANLING HUNT & RACE CLUB.

STEEPLECHASE RACE MEETINGS AT KWAN TI.

IT has been found Necessary to alter the DATE of the MEETING arranged for MARCH 13TH to MARCH 20TH. The Amended List of Fixtures for the 1931/1932 Season is as follows:—

SUNDAY	November	15th
SUNDAY	December	20th
FRIDAY and SUNDAY	January	1st
	January	3rd
SUNDAY	February	14th
SUNDAY	March	20th
SUNDAY	April	17th

1156]

NOTICE.

WE beg to notify our Customers that on and after the 25TH AUGUST, 1931, the TAXI FARE in accordance with Government's approval will be as follows:—

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Hong Kong, 24th Aug., 1931. [1093

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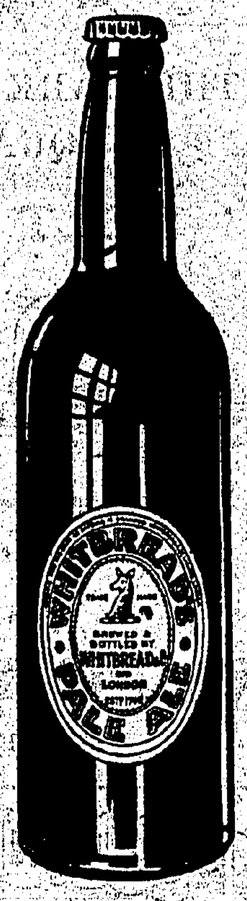

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IN MEMORIAM.

DR. DALMAHOY ALLAN.—In affectionate memory of "One of the best."—8th September, 1926.

[1160

Editorial and Business Offices: 11, Ice House Street. Tel. 30251.

Night Editor (Wanchai Office): Tel. 34511.

London Office: 53, Fleet Street, E.C. 4.

The Daily Press.

HONG KONG, SEPTEMBER 8, 1931.

RAGGING.

THE authorities of the University have acted with firmness and wisdom in the case of ragging which has resulted in the closing of Lugard Hall for the remainder of the autumn session. The Hall is kept open out of term time as a special concession to undergraduates who live too far away to be able to go home during the recess, and it is a great pity that a certain party of unduly exuberant spirits should have abused this privilege. Wherever young men are living in communities there will be horse-play, if they are normal and healthy animals. It is only to be expected that now and then some furniture and a few windows should be broken, and minor injuries inflicted. That is all part of the game; an incident of education, and thoroughly enjoyed except by a few sensitive souls. The unfortunate thing is that horseplay tends towards ragging and bullying of individuals, unless a close watch is kept by the authorities and condign punishment inflicted on offenders. Ragging of the kind that goes to reprehensible lengths breaks out periodically in private and public schools, in University colleges and in the junior messes of Fighting Services. In certain institutions there is a tradition in favour of some degree of ragging, which seems to be called into life at intervals by a combination of circumstances and by the presence of individuals of the type who perhaps mean no harm, but who feel the need of an outlet for their energies and ingenuity. In the pre-war Navy there was a tradition that "junior midshipmen need shaking-up on coming to sea." In certain ships the older members of the mess, and commanding officers firmly squashed this relic of a rougher age. In a few cases they did not, but when the older men found that serious trouble in the gunroom reflected badly on their own prospects their attitude was considerably altered, especially as in warships, where weapons are available, consequences were apt to be serious. In gunrooms, however, a group of seniors consider that they are doing their duty by the newcomers. The ragging is seldom either personal or directed against any particular youngster. In schools and colleges, however, the sensitive or slightly eccentric persons is the one to be set on by the pack. But youth is very curious in its ways, and often no one, not even the persecutors themselves, know why the victim in question has been chosen.

It is an old saying that a certain amount of ragging does a boy good. The fallacy is that the bumptious youngster, who might be better for it, never suffers from the process, but leads the attack upon an inoffensive person, to whom it may do infinite harm. The "hardening" argument does not really bear examination.

Nor is there much place in the modern world for mass ragging. We all know of the great "Town and Gown" fights of ancient Oxford, when the bells of Carfax and University Churches rang out to assemble apprentices on one side and students on the other for affrays in which clubs and bows were used. In our own time "Boat Race" nights and 'Varsity Rugger match nights became such a nuisance in certain streets and theatres of London that the old-time licence on such occasions has been rescinded, and offenders are punished with severity. Medical students in London are also curbed in these days, and even Edinburgh is "not what it was." There we believe the height of achievement was to be chased by an angry mob, to dodge down side streets, and eventually join in one's own pursuit! But in the modern world where efficiency is the maxim, where examinations and athletics are taken with deadly earnestness, there is no place for the time honoured exuberances, when rivals met and great anniversaries were celebrated. It is an inevitable change, and if there is something to be said for the group rag, there is no defence at all to petty persecution of individuals, however much camouflage there may be of not meaning any harm, and merely trying to rub the rough edges off an eccentric person! It is good to know that in Hong Kong University, where such behaviour is particularly undesirable, the first manifestation has been firmly suppressed.

BRITAIN ON WHEELS.

For centuries the citizen has been numbered in his abiding-place. The need to number him in transit dates from the discovery of the internal-combustion engine. During the month of August 20,000 watchers at 5,000 points on 30,000 miles of road counted the wheeled vehicles of every sort that passed them on the highways of Britain. From the heavy tractor and trailer to the pedal cyclist, road-users of all sorts except the pedestrian—and he is a determined pedestrian—who uses the high roads in our time—were enumerated for the guidance of the Ministry of Transport. The figures arrived at year by year mount ever upwards to a peak that is as yet undiscernible. The motor licences issued in Britain have increased fivefold in the last five years and now approach the figure of three millions. Mobility has become an essential of our time, whether it expresses itself in bus routes to new housing estates that end the horrors of a slum or in the increased range of calls a commercial traveller can make if he drives himself and his samples. We lag still behind more prosperous nations in our use of the roads. The United States can boast a car to every five of the population. In Britain the figure does not approach this, but the census yearly reveals a swelling total, and the annual promise of yet cheaper cars—£85 is the latest prophecy for a fully functioning four-seater—keeps the need to get about in touch with the means to do so. It is only by a strict watch upon our use of the facilities thus offered to us that the Ministry of Transport can decide which roads need widening or straightening, which blind corners are a menace, which cross-roads demand traffic-control lights and the like. This year's count revealing a yet greater use of the roads will have to contend with a demand that expenditure on roads, as on most other States services, shall be heavily curtailed. The dilemma will offer not the least delicate of the problems to be adjusted in the need for national economy.

Rain-bathing.

"For mingled adaptability and optimism I would award the palm to a friend of mine who has just returned from a holiday which he has spent in busy rain-bathing," writes a correspondent to a London paper. "Rain-bathing?" I queried. "Yes," was the reply. "For the bare skin and for the complexion there is nothing like rainwater. So my plan is to strip, to don a pair of shorts, and to lie flat down in the rain. And, he added, there were no disappointments. It was always available."

Our Statesmen's Clothes.

It may be desirable, when attending a conference on economy, to arrive inexpensively dressed. But there is no real need for our party leaders to stride along Downing-street arrayed like concertinas, says the *Evening Standard*. The gathering of our rulers on August 11 would have struck dismay to the heart of any tailor or cutter. Even Mr. Chamberlain, who have behind him a fine sartorial tradition, looked like a photograph of a piano-tuner taken in 1882. An exception was the Prime Minister. Mr. MacDonald smacks of Savile-row. He has a most distinguished taste in clothes. Simple they are, and effective. No trace or dandyism is allowed to mar their firm, fine contours. One has the impression of a Scottish duke fresh from luncheon at the Athenæum. We are advised by some of our economists to spend freely. Perhaps politicians will take that advice. Three new suits and a trouser press work wonders. And the trade would be grateful for their attentions.

★ News and Views ★

One Boy One Bridge.

The British Board of Education has approved of the expenditure of £40 by the Holland Education Committee of South Lincolnshire for the construction of a footbridge across the Forty Foot Drain to make it possible for a five-year-old boy to be taken to the Swineshead Council School in the vehicle which daily picks up and returns schools from scattered houses to the nearest points to their homes.

What Does London Say?

Edward "Spike" O'Donnell, whose position as "King" of the South Side beer-runners has made him the most shot-at target in the city of Chicago, declares that he is going to London to become a film star. "I am through with the racket," he told the police. "I am taking my family abroad in a few days. We are going to live in England while I play 'though guy' parts in British films."

Overcrowded Shoreditch.

The Bishop of Stepney is taking a keen interest in the problem of the existing housing congestion in Shoreditch, the district "without" the walls which sometimes served as the City refuse dump. In Tudor days actors were not popular with the City Fathers, and indeed the first English theatres was built beyond the walls in Shoreditch in 1576. To-day there is in one square mile a population of nearly 100,000, and overcrowding is serious. Accordingly the Bishop of Stepney and others have founded the Shoreditch Housing Association. It is hoped that they may receive help from members of the theatrical profession, for in Shoreditch Shakespeare started his London career, and in the Parish Church may be found a monument to Richard Burbage, the first Hamlet.

The King of Beggars.

"T" of "Punch" has an excellent story of the late Lord Knutsford in his new books, "Friends and Adventures." "T" relates how, when Lord Knutsford was treasurer of the Agenda Club, he asked him the secret of his successful begging. "'Well,' he said, 'don't give me away' (and I haven't for twenty years), 'but we'll suppose the Duchess of Bayswater gives me five guineas. I send her a letter, "My dear Duchess, your generosity has so touched me that I feel I must reply in my own hand." It isn't my own hand. I have four unfrocked clergymen whom, having locked up the cheque-books, I shut into a room. They can write letters and sign my name so that I can't tell it from my own hand.' That is an anecdote that oughtn't to be lost to posterity!"

Princess Elizabeth An "Owner-Driver."

Princess Elizabeth has joined the ranks of motorists and become an "owner-driver." A model motor-car arrived at Glamis Castle, the power being supplied by a battery operating by a foot pedal. The Duke of York was intensely interested, and tried the new model before he taught the Princess to drive. The Princess soon learned the intricacies of steering, and spent hours proudly driving round the castle grounds.

British Phlegm.

"I have always been admirer of British phlegm, but never has my admiration been so intense as during the present week," says a correspondent to a London paper on August 12. "Day by day I have travelled up from the country in a compartment filled with City magnates. Stocks may decline and shares may tumble, but these hearty Britons show no outward sign of anxiety. Cheery they are, and the conversation paddles amicably along the old paths of golf, gardening and gladioli. This morning for the first time did I observe two of these pundits in deep and anxious colloquy. Their brows were furrowed with the seams of intensive thought. Yet it was not the condition of England that they were discussing. It was a crossword puzzle."

Zoo's "Mrs. Hippo" In Disgrace.

The Whipsnade Zoo is steadily filling up as animals are being transferred from the cages at Regent's Park. It was decided to transfer two pigmy "hippos" from the Zoo to Whipsnade; but when the removal was about to be effected the female animal showed no inclination to leave her London residence. She eluded her would-be captors, retired into her inner apartment, and refused to come out. The male hippo's behaviour was exemplary. Anxious to set an example to his bold bad mate he caused no trouble, and consented without demur to be packed in the mobile cage which had been prepared for his journey. On arrival at Whipsnade he quickly accommodated himself to the new surroundings. He made as much of a bee line as a hippo can for the African panorama, and took a head-on plunge into the pond. Within an hour he had made friends with the zebras, the ostriches, the antelopes, and other older-established Whipsnade residents. It is expected that a strict diet will soon bring the recalcitrant female to her senses.

★ Local Notes and Events ★

The forthcoming wedding is announced of Mr. Delfino Edwardo dos Santos, No. 221, Wanchai Road, to Miss Hexmalita Tonnochy, of St. Francis Convent, Hong Kong.

The body of a woman, Wong Kam Mui (30), was found floating off the fore-shore near the old Shamshuipo village. It is probable that she was a victim of the recent typhoon.

When a junk, at anchor off Kowloon City, swerved round suddenly a man named Kwok Sun Yau had his left leg fractured through being caught between the junk and the anchor rope and had to be taken to the hospital for treatment.

Chan Ying Ting, married woman, of 31, Pokfulam Road, has notified the police that two accountants employed by her at the Luk Pui Kee bean curd shop, Tai Tse Mui, collected $735 between them, and, she alleges, absconded.

The local Parsee community will celebrate the beginning of the year 1301 (Parsee calander) to-day when a special prayer service will be conducted at the Zoroastrian Building, near Caroline Hill, by the Parsee priest, Mr. S. H. Dadachanjee, at 8.30 a.m.

Found in Tai On Street, apparently deserted, a girl, Yip Hing, aged 12 years, was brought to the Police Station, where she stated that she had been left in the street by a Chinese, who she alleged, had kidnapped her from Fatshan on September 4. The girl was later taken to the Kwong Wah Hospital.

The recent theft of a valuable camera from a Japanese photographer is recalled by a police announcement that they have identified the man as Mak Kam, a 34-year-old thief with many convictions for a similar offences. He is a native of Hungshan and speaks Punti, with the accent peculiar to that district. He also speaks Japanese fluently. At the time of the theft he was still under sentence of banishment from the Colony, which sentence followed upon many convictions for various offences committed in Hong Kong.

wharf was lined with European and Sikh constables and a guard of honour and the band of the Royal Inniskillings Fusiliers was drawn up at the north-east corner of the Cricket Ground. The notice of the time of embarkation had only been issued an hour before, and consequently there were not many present to witness his Excellency's departure. His Excellency will be away about six weeks and during his absence the Government will be administered by the Hon. Mr. M. S. Tonnochy.—*Hong Kong Daily Press*, September 5, 1881.

From the Files.

Looking Back 25 Years.

We would be glad to know if there is anything real behind the talked-of arrangement for the proposed Lisbon-Macao Railway between the Portuguese Government and the N.Y.K. I personally am unable to see where the Japanese steamship company can hope to gain anything from such a contract with the Portuguese Government. There is no Portuguese trade worth mentioning. Portugal sends very few goods to the Colonies, and imports little more. As for passengers, there are not enough between the Portuguese colonies to warrant a special service, and the odd ones who do go back and forward would probably still patronise the mail steamers. The local authorities evidently think the trade of Macao is dead, otherwise they would hardly allow their harbour to silt up as it is. As regular line to Macao would be a farce unless the harbour were dredged or a railway run out to the place where ships must perforce anchor.—*Hong Kong Daily Press*, September 6, 1906.

Looking Back 50 Years.

His Excellency the Governor, Lady Hennessy, and the Hon. Hugh Low left for the North by the French mail steamer Peiho yesterday afternoon. They embarked at one o'clock leaving Murray Pier in the Government steam launch. The road from Government House to the

(Continued on previous column.)

A CRITICAL WEEK IN BRITISH HISTORY.

LABOUR TO PUT UP A DETERMINED FIGHT.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 7.

To-day opens the most critical week in British political history since the war.

The alignment of parties, when the House of Commons reassembles on Tuesday, is expected to give the National Government a majority of between 50 and 60, while the official Labour Opposition, which will be led by Mr. Arthur Henderson, is determined to put up a most strenuous fight.

According to a message from Mr. Henderson to the *Daily Herald* there will be no recriminations against old colleagues, who have doubtless been actuated by deep convictions.

Simultaneously the delegates of the Trade Union Congress are meeting at Bristol and it is expected they will express determined resistance to the National Government.

The situation has been described in conference circles as "a war between the workers and financial interests."

Labour in Defiant Mood.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 7.

A violent attack on bankers and the unalterable opposition to the policy of the National Government were points in the Presidential speech by the Member of Parliament, Mr. Hayday, when opening the Trade Union Congress at Bristol, which was attended by nearly six hundred delegates.

It will be recalled that the T.U.C.'s opposition to the proposed dole "cut" caused the fall of the Labour Government and the T.U.C. described it as a dictator Labour Party.

After denouncing the alleged intimidatory influence of international financiers, Mr. Hayday referred cryptically to an alternative policy which the Labour Party is framing; a "policy for which we will be called on to make many sacrifices in money," but he did not disclose the nature of the policy.

MR. THOMAS ATTENDS LABOUR MEETING.

ANNOUNCES HE WILL STAND AT NEXT ELECTION.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 6.

Personal bitterness and acrimony was avoided at the meeting which, by 103 votes to 48, passed a resolution withdrawing their endorsement of Mr. Thomas' Parliamentary candidature, but not demanding his resignation.

Mr. Thomas was present and he praised the tone of the debate. He announced that he intended to stand once again for Derby, but "as far as I am concerned, there will be no general election until the crisis is past."

CHILEAN REVOLUTION.

HEAVY CASUALTY LIST IN NAVAL BATTLE.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Sept. 6.

A message from Santiago de Chile says it is believed that a thousand were killed in a sanguinary battle between naval rebels and Government forces at Talcuhuana.

Casualties Only Fifty.

NEW YORK, Sept. 7.

A message from Santiago, Chile, states that the Government version of the battle for the naval fort Talcuhuana gives the casualties as only fifty, but that one thousand were taken prisoner.

BARCELONA STRIKE.

ALL QUIET ON SUNDAY.

[THROUGH REUTER'S AGENCY.]

BARCELONA, Sept. 6.

The Sabbath exerted a calming effect on the situation in Barcelona, and for the day moderation replaced the recent hostilities. The strike is expected to terminate to-morrow.

ROUND-TABLE CONFERENCE.

MEETING OF FEDERAL STRUCTURE COMMITTEE.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 7.

After an interval of over seven months the Indian Round Table Conference resumed its work this afternoon, when the Federal Structure Sub-Committee met at St. James' Palace with Lord Sankey presiding.

Of thirty-one members of the Committee only about half were present the others having not yet arrived, including Gandhi, who are expected at the end of the week.

The Prime Minister extended a cordial welcome to the delegates.

KNUCKLE-DUSTER JUSTICE.

AMAZING REPORT ON U.S.A. POLICE METHODS.

NEW YORK.—Systematic brutality in the use of the "Third Degree" is practised by the police throughout half of the United States, according to a report of the Wickersham Commission, presented to President Hoover.

The report bears the significant title "Lawlessness of the Law." This document, written by three distinguished lawyers, attests at least 100 cases where torture was used to wring statements from reluctant prisoners.

Actual examples are given of men denied sleep until they confessed, of handcuffing men upside down while spraying them with tear gas, of forcing suspects into cells with diseased persons until fear of infection unsealed their lips, of administration of water torture, of severe beatings by rubber hose and sandbags.

These Chinese methods are defended on the ground that only drastic action can check the crime wave, but the Wickersham investigators discovered that professional criminals and gangsters rarely found their way into the torture chambers.

The principal victims were poor persons, friendless immigrants, negroes and those sluspected of Communist sympathies. The Commission leaves it to be inferred that gangsters are powerful enough to buy protection from such horrors.

The Stronger Feeling.

It is unlikely that there will be any public agitation to end the Third Degree as a result of the Commission's report, for fear of crime and of Communism is now stronger than humane feelings. The Commission itself acknowledges that in great cities like Chicago the public is more concerned with the reduction of crime than with official lawlessness. They were told that in Chicago it was the exception when suspects were not subjected to personal violence.

Some examples of ingenious torture given in the report are as follows:

In Miami a man accused of murdering his wife was chained to the floor of a mosquito infested cell and later questioned with the scalp of his dead wife at his feet.

A Finn in Los Angeles, arrested without cause when he argued with policemen, was beaten with brass knuckles till covered with blood.

A negro boy in Arkansas was whipped over a period of six days till he confessed to a murder, but the Appeal Court reversed the conviction as against the evidence.

In El Paso a young Mexican woman, charged with having killed her child, was relay questioned for 35 hours, till she confessed.

In Clarksdale, Mississippi, a negro, charged with murdering a white man, was tied to the floor and water poured up his nostrils, half suffocating him, till he confessed.

The Police Case.

Commenting on the police argument that third degree methods get results, the Commission points out that this benefit is overweighted by the fact that many confessions thus obtained are false, and of 106 appeal cases studied nearly half of the convictions were reversed because of third degree methods.

"The effect upon the police is obvious. Third degree must brutalise those who practise it. Their fight against lawlessness, if waged by forbidden means, is degrading itself almost to the level of a struggle between two law-breaking gangs."

New York police are instanced in report as practisers of such methods, and authoritative proof is adduced that mediæval weapons exist in many stations here.

"Recent methods employed included punching in the face, whipping with rubber hose, kicking in the abdomen, tightening the necktie almost to choking point. Arrested persons come to station houses or headquarters in good shape and are seen shortly afterwards in the Tombs Prison with swollen faces, all sorts of bruises and cuts, and often with blood spots scattered over them.

"A distinguished magistrate reported to us that when several Italians were brought before him for alleged violence he looked at their backs, and there was hardly a spot which was not raw from recent beating.

"Machael Finachetti, a former head of the police squad, is reported as admitting his resort to brutality in the following words: 'I went to the Tombs and got myself a sawed-off baseball bat and walked in one those dogs. Yes, they came through with everything they knew.'"

(Continued at foot of next column.)

WHAT GANDHI WILL WEAR IN LONDON.

ENJOYING VOYAGE TO ENGLAND IMMENSELY.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 6.

Reuter's representative aboard the Rajputana wirelesses that Gandhi continues to enjoy his voyage to England immensely, behaving like a schoolboy on his first excursion.

He romps with the children aboard, caresses the babies and jokes with their parents.

Attends Christian Service.

He somewhat startled worshippers this morning by attending a Christian service aboard clad in his customary loincloth.

As the Rajputana steamed through the silence of the Red Sea, he joined the congregation in singing "Lead, Kindly Light" which is his favourite Christian hymn.

It was later in the day that Mr. Gandhi answered the great question as to what he would wear on arrival in London. He declared that if the weather is cold he will don a heavy woollen cloth garment reaching to his ankles and a white homespun jacket.

[Mr. Gandhi and his party are travelling second class, according to a message printed in the *N.C.D.N.*]

DIVING FOR £1,000,000.

RENEWED HUNT FOR LAURENTIC GOLD.

DIFFICULT WORK OFF IRISH COAST.

After seven years another attempt is to be made to recover from the sea £1,000,000 in gold, the balance of £6,000,000 which went down in the White Star liner Laurentic (14,000 tons), when that vessel was sunk during the War by a German submarine.

The Admiralty has granted to the Malet Salvage Syndicate of London a concession to work on the wreck for a specified period, and the salvage steamer Estoy is being employed.

The Laurentic, which was employed during the war as an auxiliary cruiser, was sunk in 1917 off the west coast of Ireland.

The total value of the gold recovered from the wreck during the Admiralty operations, which were stopped seven years ago, was £4,955,708. The operations were carried out by the salvage steamer Racer, under the superintendence of Lieut.-Commander E. L. B. Damant, R.N., during the spring and summer months of 1917 and 1919 to 1924. They cost approximately £128,000, which included a bonus to the officers and men employed on the work.

About 20 Fathoms Down.

The vessel, or what is left of it, is resting at a depth of about 20 fathoms of water. It is understood that the Salvage Company has located it, but there is considerable work to be done by the divers before they can expect to recover any part of the treasure.

The greatest obstacle to the salvage operations are the heavily rolling seas. The earlier Admiralty work was done under great difficulties in consequence of the frequency of rough weather.

The divers found that sand had buried that part of the vessel where the gold was to be found, and its removal was a laborious work. The action of the waves had made the sand hard and all sorts of queer methods had to be employed to loosen it. No sooner had a way been made through the channel than it was as quickly blocked again.

One expedient was to play upon the sand water forced through a hose-pipe from the salvage steamer. The action of the water loosened the sand and divers delived with their hands in the hope of finding the bars of treasure. In the end, however, the work was abandoned after the recovery of the greater part of the gold.

The Malet Salvage Syndicate have begun their work and hope to recover most of the remaining gold before the time limit imposed by the Admiralty has run out.

HARMSWORTH TROPHY RACES.

KAYE DON WINS FIRST HEAT AT 89 M.P.H.

[REUTER'S AMERICAN SERVICE.]

DETROIT, Sept. 6.

Kaye Don, piloting Lord Wakefield's Miss England II., won the first heat in the Harmsworth International Motor Boat Trophy.

He beat Commodore Gar Wood's Miss American IX. by more than a mile. His average speed over the thirty-mile triangular course was 89.913 m.p.h., a record for the Harmsworth Trophy series. Miss America VIII. was third. Gar Wood's average speed was 87.627 m.p.h.

The Trophy is awarded to the country which wins two of the three races.

SKIERS' ATTEMPT TO CROSS CHANNEL.

PICKED UP EXHAUSTED.

Calais, August 14.—Three Austrian skiers, named Namestnik, Liebhart, and Conrad, left Calais to-day on their attempt to cross the Channel on specially constructed skis. They found the task quite beyond them, and were eventually picked up exhausted by a pilot boat from Calais.

One of them was found mile and a half from the shore, but the other two had covered three miles. They had had such faith in their venture that they had set out unaccompanied by a convoying boat.

ST. LEGER.

LATEST BETTING.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 7.

11 to 10	**Cameronian, t. and o.**
9 to 2	**Orpen, t. and o.**
7 to 1	**Sandwich, o.**
19 to 2	**Salaam, o.**
10 to 1	**Salaam, t.**
100 to 9	**Goyascns, o.**
100 to 6	**Sir Andrew, t. and o.**
20 to 1	**Inglesant, o.**
25 to 1	**Suze, o.**
40 to 1	**Birthday Book, o.**
50 to 1	**Convoy, o.**
66 to 1	**Khorsheed, o.**

AN ALLEGED BALTIC RUM-RUNNER.

BIG SEIZURE OF ALCOHOL.

Stockholm.—International complications may follow the seizure of a Hungarian steamer in Swedish territorial waters on a charge of smuggling alcohol. The vessel, the name of which is given as Ilona, was bound, according to her papers, from Gdynia (Poland) to Rotterdam.

She had nearly 18,000 gallons of alcohol on board. The master, in the course of an interrogation by Swedish Customs authorities, is alleged to have stated that the command of the Ilona was offered to him by an official in Budapest, and the owner of the steamer is stated to be connected with the Hungarian Consulate in Dantzig.

It would appear from further statements made by the master that the Hungarian ship Tabor, which was seized on June 2 with a contraband cargo of alcohol, was owned by the Hungarian alcohol monopoly.

A Profitable Venture.

Considerable smuggling operations are carried out in the Baltic, as Finland is a Prohibition country, and the other Scandinavian States have a form of semi-Prohibition in force, which makes the smuggling of alcohol a profitable venture. It was stated some time back that since Prohibition had been introduced into Finland the consumption of alcoholic drinks of all types had increased by nearly 400 per cent.

The Hungarian Legation denies the alleged statements of the master, and says that the ship belongs to private concerns.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.22 p.m., stated:—

The position of the typhoon is uncertain. It appears to be between 200 and 300 miles S.E. of Naha. Pressure is low over S. China and the N.W. China Sea.

Local Forecast:—S.W. or variable winds, moderate; fair to showery.

MISS JOHNSON SAFE.

FORCED LANDING OWING TO SHORTAGE OF PETROL.

[THROUGH REUTER'S AGENCY.]

LONDON, Sept. 6.

Any anxiety that had been felt for the safety of Miss Amy Johnson, regarding whom no news had been received for more than twenty-four hours, has been allayed by a report from Riga to the effect that the British avintrix had been sighted flying over Libau in Latvia today.

If the identification of the 'plane is correct, Miss Johnson is considerably off her course.

Forced Landing.

LATER.

It is now learned from Riga that she ran short of petrol when flying over Latvian territory yesterday and made a successful forced landing at Aizpute at four o'clock in the afternoon.

Although every source of supply was sought, she was able to obtain only ten gallons of petrol, just sufficient to take her to Liepaja, where she landed safely later in the evening and spent the night there.

She refuelled this morning and resumed her journey to London.

WEDDING BAN BY REGISTRAR.

PROBLEM OF HINDU CHILD MARRIAGE.

London, August 15.—On the ground that he believes the intended bride is already married according to Hindu law, the Registrar-General has instructed the Superintendent Registrar at Hampstead Register Office to refuse a marriage licence to a wealthy native couple from India.

On Tuesday the man and woman, dressed in native costume, visited the register office.

They were accompanied by a secretary.

When the circumstances of the intended bride's former marriage were explained, Mr. Bridger (the superintendent registrar) said that the notice would be taken provisionally and that the facts would have to be placed before the Registrar-General at Somerset House before licence could be issued.

They were anxious that the wedding should take place at the earliest possible moment, and when informed of the Registrar-General's veto they were greatly disappointed. It is understood that the woman was married in India when a child, and has not seen her husband for a number of years.

SINGING PEOPLE TO SLEEP.

DR. ADRIAN BOULT ON TIME SLACKNESS.

The sort of singing which makes an audience go to sleep and resolve to stay at home the next time was indicated by Dr. Adrain Boult, the conductor, and musical director of the B.B.C., giving the last lecture at the "tenth Summer Course in Music Teaching at Oxford.

When the students sang, "How lovely is Thy Dwelling Place" (Brahms), he pulled them up for what he described as their "large juicy crescendo."

"I am afraid in churches and choirs where they sing this," he said, "one sometimes hears such crescendos, and if they do it in one verse they repeat it in another. But Brahms was not such a fool as to do the same thing every time.

"And don't get slower when you sing softer. That awful Victorian ballad singing where every diminuendo was accompanied by a slackening down of time, is still with us."

Time is a Servant.

"When did Queen Victoria die?" Dr. Boult asked.

"1901," was the prompt reply.

"Good heavens," exclaimed Dr. Boult, "is that awful tradition never going to die? Is it just this sort of slackening over time that makes your audience go like this—Dr. Boult dropped his head on his chest—and makes them stop at home the next time.

"But rhythm must go on. I am the last one to be a slave to time. I think it must be your servant and not you the servant of it. But when you give way to slackness of this sort it is poisonous.

"Our accompanists to-day are too cute and smart and give way to all the singers' whims. But they must not do so. They must go on and keep the rhythm, only they must tell the singers they are doing it, otherwise they will not be engaged again." (Laughter.)

Dr. Boult advised the students to wield batons as much as possible. He always kept one in his office and at home, and if he were talking to people or telephoning he flicked the baton about.

CANTON FORCES MARCHING NORTH.

FIGHTING EXPECTED NEAR HENGCHOW.

(*Wah Tse Yat Pao.*)

CANTON, Sept. 7.

The war clouds overshadowing Nanking and Canton are expected to break in southern Hunan. On the Nanking side about thirty thousand troops are concentrated at Hengchow (in southern Hunan), making elaborate defence preparations. In view of the latest military movements of both sides, preliminary engagements will take place around Hengchow.

The hurriedness of war preparations in Kwangtung is indicated by press-gang activities in some towns and cities, particularly Kongmoon and Fatshan where coolies and even a number of shop *fokis* were forced into military transport service. Trade activities in Kongmoon have been temporarily paralysed.

State of Nervousness.

[CENTRAL PRESS.]

CANTON, Sept. 6.

The Nationalist forces are marching towards Hengchow in Hunan which will be occupied by them within the next few days. So far the expeditionary forces have met with practically no resistence, as the Hunanese troops are sympathetic to the Canton cause. Hengchow is garrisoned by about 4,000 troops who will go over to the invaders as soon as they reach that city.

The vernacular Press to-day says that a state of nervousness exists in Changsha, capital of Hunan, where troops have begun to dig trenches in preparation of war with the Liangkwang armies. Chiang Kai Shek contemplates to dispatch his own division under General Pai Chuk Tung to Changsha, but Ho Chien's officers strongly oppose their presence in Hunan. It is believed here that Hunan will come into the Nationalist fold before long.

Aerial Unit Leaves Canton.

(From Our Own Correspondent.)

CANTON, Sept. 7.

The 4th Aerial Unit left Canton for Shiukwan yesterday morning to participate in the anti-Nanking campaign in compliance with orders from General Chen Tsai Tong. The aeroplanes flew to Shiukwan, while its staff and war supplies went by a special train. Large quantities of petrol, high explosive bombs and machine-guns were on board the train.

CANTON NOT AFRAID OF WAR.

[CENTRAL PRESS.]

CANTON, Sept. 7.

Mr. Wang Ching Wei in his weekly Memorial speech to-day declares that the National Government favours peace, but is not afraid of war if it is thrust upon it by Chiang, who talks of peace while pushing "Reds" into Kwangtung.

Mr. Wang also said that anti-Chiang plans are well formed and are being carried out.

Chiang is also blamed by Wang for the Hankow floods, as the Dykes' Fund has been misused for war purposes.

He also stated that the National Government adheres to the programme for Local Autonomy and reconstruction.

Alleged $300,000 Bribe.

(*Wah Tse Yat Pao.*)

CANTON, Sept. 7.

It is learned from official sources that the National Government has granted General Tang Seng Chi a sum of $300,000 whereby he will be able to buy over a part of the Hunanese forces under General Ho Chien.

SEVERN SALMON FAILURE.

FEARS FOR DOOM OF FAMOUS FISHERY.

Newport (Mon.).—Salmon fishermen on the river Severn are asking if the once-famous fishery is doomed.

Three poor seasons have been experienced, but that which ends on Saturday is the worst of all. Some of the net fishermen have not caught a salmon for months.

Mr. W. Organ, an old fisherman, suggested that tar and oil washed into the river from the roads may account for the shortage of fish, but whatever the cause may be, it is certain that scores of men and their families at Lydney, Newnham, Gatcombe, Woolastone, and Chepstow will be without the means to live if the present conditions continue.

They are spending more hours than usual every day on the water, but return empty-handed; the capability of these men cannot be disputer, the fish are not there.

YELLOW RIVER FLOOD.

WORKERS BUSY REPAIRING DYKES.

(*Chun Wan Yat Pao.*)

SHANGHAI, Sept. 7.

The Yellow River continues to rise, causing much alarm to the inhabitants in the Yellow River valley. At important points conservancy workers are busily engaged in repairing dykes.

CANTON CIVIL SERVANTS.

50 PER CENT. OF SALARIES FOR WAR CHEST.

(From Our Own Correspondent.)

CANTON, Sept. 7.

Pity those in the employ of the Canton Government! Another half month's salary is being held up for war purposes. The Government has to-day decreed that all officials and officers in its employ are entitled to receive only 50 per cent. of their salaries for the month August.

PHANTOM HORSE OF KENT.

HOOFBEATS IN A LANE AT DUSK.

VILLAGE PUZZLED.

Gathering dusk in a Kentish lane and only the sound of a horse's hoofs.

Nearer and nearer and louder and louder sounds the beat of the hoofs until the wayfarer leans aside in fear of being ridden down. Then silence.

The phantom horse has passed.

This is the mystery that is puzzling the villagers of Wye, near Ashford, Kent.

Three times has the phenomenon occurred—but not once has horse or rider been seen.

"The sound is like that of hoofs on a frosty road," said a girl who declared that she met the phantom in the lane leading from the village to Olantigh Towers.

Village psychists who are investigating are divided into two schools of thought.

There are those who believe that the White Horse of Kent—in these days emblazoned rampant on the prow of many a steam-roller—has returned.

Is it not possible in these troublous times, they ask, that the White Horse has come back to lead Men and Maids of Kent in a great crusade of sacrifice to cheer the heart of Mr. Snowden by burning their War bonds?

There are others who say that the phantom horse and rider is the incarnation of an equestrian statue at the entrance of Olantigh Towers to the memory of an eccentric squire.

This squire of Olantigh rehearsed his own funeral. Standing at an open window, he directed the carriage of an imaginary corpse while his servants formed the cortege.

A special investigator on the spot has different ideas.

"The impression of a phantom horse may have been produced by the hoof beats of a frisky donkey which inhabits a nearby field," he states.

So that's that.

DRUNKENNESS TESTS.

WHAT NEW YORK POLICE MAY USE.

New York.—Under new regulations just issued, the problem of determining whether a motor-car driver is drunk or sober should be easier for New York traffic policemen. A suspect may now be required to touch his nose with his forefinger with his eyes closed, to stand erect for several minutes with his eyes closed, or to pick up a coin from the pavement.

If still in doubt a policeman may ask the suspect to walk a straight line, to tell the time quickly and accurately, or to sign his name to correspond with that on his driver's licence. The general co-ordination of movements may be noted, together with the general mental attitude.

Having served a summons, the policeman will be required to make his statements under oath before his captain. The Court of Appeals in New York has held that careful observation may establish intoxication, and that expert testimony is unnecessary.

F.M.S. PLANTERS IN THE SLUMP.

GOOD RUBBER USELESS AS SECURITY.

SEREMBAN MEETING ASKS FOR LAND BANK.

"At the present time good bearing rubber is practically useless as security," declared a speaker at an overflowing meeting held at Seremban to discuss the Malayan agriculturist's need of a new and specialised bank.

Rubber planters of five nationalities spoke of the assistance that must be given if proprietary planters and the younger estate companies, who are now losing an average of ten dollars an acre a year, are to survive the slump.

The form of assistance asked for by the meeting was a Malayan Land Bank, and a resolution was passed urging Government to appoint a committee to consider the subject.

ALL NATIONALITIES CONFER.

KUALA LUMPUR, Aug. 29.

What is believed to be the first public meeting ever held in Malaya to urge the formation of a Land Bank was attended by over 150 people, mostly proprietary rubber planters, and including Europeans, Malays, Chinese, Indians and Japanese, at Seremban to-day.

Mr. Chan Seng Leong, a leading Chinese estate proprietor, presided and was supported by the other conveners of the meeting, all of whom were well-known figures in the various communities of Negri Sembilan.

Long-term Loans.

Mr. K. Arumugam, a prominent Indian planter, said the purpose of the meeting was to consider ways and means to form a land bank, or mortgage bank, or agricultural bank, or whatever one might call it, which would assist the people of this country with long-term loans at moderate rates of interest for agricultural and other purposes.

"This country is comparatively young as far as its agricultural and other enterprises are concerned," he proceeded, "and hitherto the financing of these enterprises has been mainly in the hands of individual and professional money-lenders (at very high rates of interest) who in turn had to borrow from the local exchange banks on their own securities. As the return from agricultural enterprises, particularly rubber, was so high in the past, the people who borrowed did not mind paying such high interest, as they in turn derived benefits to some extent.

"Times have changed and we have to change with them. The days of easy money has gone for good and the agriculture of this country cannot go ahead unless there are permanent institutions to assist the agriculturists with cheap and easy loans.

Assistance of Government.

"For the past year or so the question of the formation of a bank such as the one we are proposing to form has been engaging the attention of many men, both European and Asiatic, who have the interest of this country at their hearts. The Planters' Association of Malaya, the Malayan Estate Owners' Association and the General Purposes Committee have taken up this question very seriously, and various sub-committees have been formed to go into the matter thoroughly as regards facts and figures for the need of such a bank. This bank cannot come into being without the assistance of the Government, and the Government will not look upon any proposal with any seriousness unless it is satisfied that there is a real and genuine demand from the people of the country for such a bank.

"I understand that similar banks are already operating very successfully and usefully in England and Scotland. I also understand that similar banks already exist in the Netherlands East Indies. I know a similar bank has been started in Ceylon in the early part of this year. There is, therefore, no reason why we cannot have a bank in this country if we only show to the Government in unequivocal terms how much we feel the necessity for it." (Applause.)

Finally Mr. Arumugam urged that similar meetings should be convened in all the principal towns of Malaya.

Work In Japan.

Dr. Koiwoi, on behalf of the Japanese community strongly supported the proposal before the meeting and referred to the valuable assistance which was being given by such banks to the agricultural industries of his own country.

The European voice was next heard, in the person of Mr. M. L. Phillips, who uttered a strong warning against false conceptions of the nature of a land bank.

It must not be thought, he said, that a land bank backed to a certain extent by the Government was a benevolent institution, a sort of magic kedai, where one walked in one door and asked for five or ten thousand dollars and walked out of another door with the cash. The land bank would be run on strict, rigid business lines, the one great advantage to planters being that the bank would look upon good bearing rubber as good security for a limited amount, and would charge for such amounts reasonable rates of interest.

Practically Useless.

At the present time good bearing rubber was practically useless as security, and what most planters wanted was some small financial help to tide them over their present difficulties, and to get this assistance at reasonable rates.

It was felt that the Government, as the largest shareholders in the rubber industry, should back and help the industry over its present difficulties, by using every effort to help and support the formation of a land bank.

They were engaged in a bitter struggle and were badly in want of some of the sinews of war. In the past the rubber industry had been a major factor in the great development and prosperity of this country, and it was not unreasonable that now they should approach Government for assistance on a business basis to help them to weather the storm. (Applause.)

Future of Malaya.

Mr. D. Farquharson, the chairman of the Negri Sembilan Planters' Association, reiterated Mr. Phillips' warning as to the essentially commercial nature of a land bank, and said that although he had already expressed his views on the subject of a land bank in a memorandum (published in the *Straits Times* recently), he would like to say a few words in support of the meeting.

"His Excellency the Governor," Mr. Farquharson continued, "has publicly declared on more than one occasion lately that he has confidence in the future prosperity of Malaya, and as this prosperity must be intimately bound up with the rubber industry I think Government is entitled to take, and should take, a long view such as has been taken by the Home and Ceylon governments and help in the formation of a land bank.

"Confidence in the future of agriculture is essential for the success of a land bank, and as far as rubber is concerned the past few months have given us increasing confidence in one respect, that estates in Malaya can compete as regards cost with estates in any part of the world. (Applause.)

A Serious Matter.

"The advantage of co-operative manufacturing and selling by small holders and small estates have never been so obvious as they are now. In the past, selling their product at a substantial difference under London standard was not a great hardship and did not trouble small holders or small estates unduly, but now that the price is round about eight or nine dollars a picul London standard, and the difference, if sold to small kedais, is between 70 cents to $1, or 8 to 10 per cent., it is a serious matter. Co-operative manufacturing and selling would enable a much higher proportion of small holders rubber to be sold for a price equivalent to that of London standard.

(*Continued on next Column.*)

All Forms of Enterprise.

Mr. Farquharson also stressed the fact that a land bank would not be intended only for large estates but would help every form of agricultural enterprise, whether the area was one acre or one thousand acres or whether the crop was rubber, tea, coffee, rice or anything else. He also spoke of the urgency of the need, and said they wanted to see a land bank going at the soonest possible moment. In his view such a bank would help, not only those who were engaged in rubber cultivation but the Government as well.

The following resolutions were then moved by the chairman, seconded by Tuan Sheikh Ahmad, and unanimously passed:

"That this meeting is unanimously in favour of asking the Malayan Governments to promote the formation of a land bank for the purpose of rendering assistance where necessary to agricultural enterprises in this country by the official appointment of a representative committee to go into the question of the formation of such a bank as soon as possible.

"That the Chief Secretary to the F.M.S. Government be asked to receive a deputation from this meeting."

The support given to the resolution represented 30,000 acres of rubber.

SIR C. CLEMENTI'S OPINION.

"ONLY ONE POSSIBLE REMEDY FOR RUBBER."

His Excellency, Sir Cecil Clementi at a recent Legislative council meeting said:

The rubber situation in Malaya is certainly a tragic one, but what we suffer from is the fact that more rubber is produced in the world to-day than the world is prepared to purchase. Now if an attempt were made by Government to lend money to rubber estates, and if a loan for that purpose were successfully floated, the only effect would be to produce still more rubber than is produced in Malaya to-day. We should defeat our own object, which must be somehow or other to equate the production of rubber in the world with the demand for rubber by the consumers of rubber.

There is in my opinion only one possible remedy for the rubber situation and that is an increase in the consumption of rubber in the world. It is on those lines that a solution can be sought, and I fear on no others.

LORD MELCHETT'S £1,029,673.

FAMILY BEQUESTS.

The will of Lord Melchett, which has now been proved, shows that he left estate valued at £1,029,673.

In addition to the bequests already published, Lord Melchett left £5,000 and his property on the shore of the Lake of Galilee to his daughter, Viscountess Erleigh; £5,000 each to his daughters, the Hon. Mary Angela Hordern and the Hon. Rosalind Jean Nora Buckland; £2,500 each to his sons-in-law, Viscount Erleigh, Clifford W. Hordern and John Buckland; £5,000 to his daughter-in-law, Gwendolen; and £2,000 each to his grandchildren.

The residue of the property is to be held in trust to pay his wife one-half of the income (not to exceed £20,000 a year) and three-sixths of the remainder to his son and one-sixth each to his daughters.

SCOTTISH GOLFER'S NOVELTY.

COURSE THAT SAVES SPACE, TIME AND ENERGY.

London, Aug. 30.—It has taken a Scotsman to invent a really economic golf course that requiries only a few hundred yards of ground over which nine holes can be played. He lives at a station up-country in Australia and decided that at all costs he would keep up his golf. So he constructed a kind of clock golf course, which has but one green, with nine tees facing from different directions.

The trouble of having to make long walks from tee to green and from green to tee he has easily surmounted, for he marks all his balls with numbers from one to nine and plays from each tee in turn. In this manner, he also adds to the fun of the game by introducing an element of competition.

DRAMA OF A WIFE'S POISON DEATH.

CONSTABLE-HUSBAND AND MAN HE THRASHED.

A CHARGE DISMISSED.

London, August 15.—A witness at an inquest yesterday at Battersea on a police constable's wife, who died from poisoning at Streatham, was afterwards charged with unlawfully threatening to attempt to commit suicide. The witness was Arthur Harston Aldous, who gave an address at Victoria-street, Paddington. Mr. McKenna, the South-Western police magistrate, dismissed the charge.

A remarkable story was told at the inquest on Mrs. Ivy Kathleen Cracknell (36) who was found dead on Monday at her home in Kettering-street, Streatham. Death, it was stated, was due to cyanide of potassium poisoning.

Dr. Edwin Smith, the Coroner, reminded the jury that the survivor of a suicide pact was chargeable with murder, and that a person who supplied poison to a person contemplating suicide was also liable to a capital charge.

They would have to consider whether there was a feature of that kind in this case.

"Gave Him a Hiding."

P.c James William Cracknell said that during a separation from his wife, which ended in April, she lived at the house of a Mr. and Mrs. Aldous at Victoria-street, Paddington Green.

On Sunday, August 9, he arrived home about 3.20 p.m., rather earlier than he was expected. He had difficulty with the lock and his wife let him in. Her face was flushed and her lips seemed to twitch.

"I said: 'There is something wrong here.' She said: 'Don't be silly. Don't be a fool.'

"I went into the bedroom and looking under the bed saw a man man [stated by the Coroner to be Aldous] partially dressed. I asked him what he was doing under the bed. He said: 'Your wife suggested it.' My wife said: 'I didn't, Jim, I didn't.' I then set about him and gave him a hiding. He lay in the corner like a rat and refused to move.

"I made him put on his clothes and then slung him out of the house. I asked my wife for an explanation and she said she could not give any.

"I said: 'This is the end of it. Either you leave the house at two o'clock to-morrow or I do.'"

By the morning post he received a letter from Aldous, care of a firm of solicitors, threatening him with a summons for his "brutal assault" unless he apologised.

Wife's "Punish Him."

"I said I would ask my wife's sister to take her away," Cracknell stated. "I went to report the matter to the station."

He did not have a violent scene with his wife before he went.

"While I was making my report, the station sergeant called me into his office and told me that my wife was dead."

Mrs. Farr, her sister, had found her lying on the bed. On the bed was a newspaper on which there was a lumpy powder and an empty unlabelled bottle.

The coroner then read a letter in Mrs. Cracknell's handwriting. Dated "Sunday," 6.30 p.m.," it said:—

"Dear Jim, I am sorry all this has happened, and I hope you will find Aldous and punish him as he deserves. Mine is not the first home he has broken up. He gave me this stuff to take if anything happened that he should be found here with me, so now you can have him for murder.

"Sorry to cause you all this trouble, but this is the best way out, as you cannot find a soft corner in your heart to forgive me and make a fresh start. Best of luck. Always yours, Ivy."

"Then there were four crosses, presumably kisses," said the coroner, "and 'Break the news gently to poor old mum and dad and give them my love.'"

Aldous, a tall man, with dark hair and black moustache, and wearing pince-nez, then gave evidence. He said he was a commercial traveller, representing a disinfectant firm, on commission. He agreed that he was the man found in the house by Cracknell.

He admitted that the bottle of cyanide of potassium was his, but he did not, he said, supply Mrs. Cracknell with the poison.

"She took it away from me without my knowledge to save me from having it. I had often threatened. She took it out of my pocket. She said she had

(*Continued on next Column.*)

destroyed it so that I could not take it. I told her if didn't make any difference as I had spilled it, and had some more in another bottle. I have always carried it since May 11, the night I was turned out of home. I carried it in case I was destitute."

Aldous stated that he got the poison "To take myself in case of emergency."

The Coroner: Why did you divide it into two?—In case one was taken from me. It was known that I had that cyanide in my possession, and it was threatened that it would be taken from me.

Who threatened it?—I think the police at Paddington.

How would the police know?—By Mrs. Patrick.

She was known as Mrs. Aldous?—Yes.

Aldous said that his wife was in Cornwall. They had not been together for 17 years. The house at Paddington was Mrs. Patrick's, and he had been ejected as "an undesirable lodger."

Detective-Inspector Percy Worth said that at 9.45 a.m. yesterday he saw Aldous in a room attached to the court.

"I said to Aldous," continued the inspector, "the coroner will require you to give evidence respecting the death of Mrs. Cracknell." He said, 'I did not know she was dead until I got here morning. I know what she took—cyanide. She took it from me.'

Detective-Inspector Worth asked for an adjournment for about three weeks. The coroner accordingly adjourned the proceedings until Wednesday, September 2.

At the Police Court.

When Aldous appeared later at the police court he denied saying he wished he had taken the poison. If he had wished, he added, he had had ample opportunity to take it.

He was not down and out at the moment.

Dismissing the charge, the magistrate said the police would retain the cyanide.

UNEMPLOYMENT IN AMERICA.

NEXT WINTER'S PROBLEM.

MEETING A NATIONAL EMERGENCY.

Detroit, August 13.—Mr. Gifford Pinchot (Governor of Pennsylvania), in a speech before the Detroit Unemployment Committee to-day, declared that private and municipal charities could not cope with next winter's problem of unemployment.

"This is a national emergency," he said, "and also a national calamity. The nation must help to meet it."

He asked the Federal Government to supply the necessary relief to feed the workless, and said, despite the Treasury deficit, the Government should raise the needed funds.

"Nothing Pawnable."

Mr. Pinchot approved President Hoover's efforts to alleviate the German financial situation, "which was largely a question of protecting international loans.

"Why not," he said, "a little care for our own people, who are unable to get loans even from the pawnbroker because they possess nothing pawnable."

He warned his audience that hunger produced revolutionary sentiments, and it was impossible to blame the workers for becoming indignant when they were hungry and knew that wheat was being dumped or burned in some areas in the Middle West on account of glutted storage and record low prices. He concluded that private charity must continue to do its utmost to cope with the situation.

Labour's Attitute.

The Executive Council of the American Federation of Labour is giving attention to the problem of unemployment, which, it declares, is increasing "to an astonishing degree," while the owners and managers of industry "stand impotent and helpless." The Council urged:

(1) The adoption of a five-day week, both in private and Government employment.

(2) A six-hour day if necessary, and "work security" wherever possible.

(3) Maintenance of the standard rate of pay.

(4) Inauguration and maintenance of Federal, State, and municipal construction programmes, "minus red tape."

(5) Formulation of plans to stabilise industry, and the use thereof.

(6) The calling of a conference between the President and representatives of industry and Labour.

PATRONISING ENGLAND.

WHAT THE SOVIET WORKERS THINK.

"SERVITUDE" OF OUR WAITRESSES.

The silence of the Soviet workers who are visiting England has been broken.

The leader of the party, Mr. Lenau, who is a member of the Board of the Central Council of Trade Unions, spoke up on behalf of the party.

Some of his remarks may appear, to Englishmen, to be faintly patronising.

The workers, he said, had seen some things they liked, but many others they did not like.

These workers, rewarded for their assiduity at work under the Five Years Plan by this trip, have, it may be recalled, spent four days in England, sleeping, however, on the steamer Ukraine at Hay's Wharf. Some of them have made excursions to industrial towns, and one contingent visited the grave of Marx at Highgate, where they placed a wreath.

"Expected Tips!"

A visit to a London restaurant will be long remembered among them. They were astonished to find that the waiters and waitresses, who "appeared to be in a position of servitude," seemed to expect tips. (Mr. Lenau did not reveal whether they got their tips.) In Russia, it appears, in the communal restaurants the waiters and waitresses are in a position of complete equality.

Here are the words of Mr. Lenau:

"One of the things which did impress us was the efficiency of the municipal organisation of London; and another was the number of homeless people on the Embankment, in Trafalgar Square, and in the crypt of St. Martin's.

"We liked the London parks and the Underground railways very much, and hope to imitate them in Russian cities, but the traffic control, we thought, would be much more efficient with the use of fewer men and more mechanical devices. Oxford-street is a very good beginning.

Not At All Impressed.

"Some of the industrial works we have seen we have liked, but in Russia many of them are on a much larger scale. Many of the factories, too, did not impress us at all, because they were not in any way technically in advance of what we have in Russia.

"One thing that did impress us very much was the difference between the standing of the employers and the workers, and also seeing workers taking their meals in the workshops.

"We have met with a great deal of friendliness and courtesy in this country, but we were struck by the very hostile and unfriendly attitude of some shopkeepers, who displayed notices saying 'No Russian goods sold here.' We did not spend any of our pocket-money at those shops."

The work done by English girls in factories came in for its share of criticism, because the Russians did not see girls doing skilled work, while, in their opinion, the average wage of the British worker did not allow him a decent living.

While they have been here the Russians have read what Mr. Bernard Shaw had to say about Russia, and are very pleased with it.

"The impression Mr. Shaw has got is quite correct, and he has succeeded in getting the right view of conditions in Russia," said Mr. Lenau. "I only wish we could go and visit him, but there is not time."

Consumers are requested to see that every bottle of John Haig Gold Label Whisky as supplied by us bears the foot label thus: "Gande, Price & Co., Ltd., Sole Agents for Hong Kong."

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ST. ANDREW'S CHURCH.

SUCCESSFUL CONCERT.

The Concert given in St. Andrew's Church Hall on Saturday evening last, was attended by a large company in spite of inclement weather, which made it necessary to cancel the plans for holding the function in the Church grounds. There was not a dull moment from start to finish, and many were the expressions of appreciation made by the audience.

The Choir of the South Wales Borderers opened the programme with a spirited rendering of "The Jolly Roger" followed by a song in Welsh, and "Drink to me only with thine eyes" as an encore. In the second half of the programme the Choir's items were "Haul Away," "All thro' the Night" (in Welsh) and the Welsh National Hymn as an encore.

Messrs. Edwards and True rendered light musical numbers in each half, the former playing upon the Xylophone to the Pianoforte accompaniment of the latter. This was a noval and very enjoyable item which was much appreciated by the audience who insisted upon encores in each half. Much more will doubtless be heard of this combination in the future.

This is the first occasion on which St. Andrews has been favoured with a visit from Mr. and Mrs. Bowes-Smith, and it is hoped it is by no means the last. Of Mrs. Bowes-Smith's numbers, it is sufficient to say that she sang with her accustomed ease and perfect understanding of her songs, which were Landon Ronald's "The Moon at the Full," Herman Lohr's "Summer" Cecil Moon's "Morning sings a song of joy" and Montague Phillips "In April." Mrs. Bowes-Smith responded to the audience's request for an encore by giving "The Land of Might Have Been" by Ivor Novelle.

In front of the stage a part of the floor of the Hall had been left clear, large enough for the Diocesan Girls' School Morris Dancers to perform. These two items (one in each half) were exceptionally well done and were thoroughly enjoyed. Miss E. K. Walters is to be congratulated on her team.

The reciting of "The Pied Piper" and "Rubenstein's Playing" by the Rev. W. Walton Rogers caused many to wish that he were to be heard more often on the Concert stage. As an encore Mr. Rogers gave "The Bishop and the Caterpillar"—an old favourite at St. Andrews.

Mr. W. H. Bailey also delighted the audience by very fine renderings of his songs in his usual accomplished style, and after giving "Farewell in the Desert" (Adams) and "Skipper of the Mary Jane" (Richards) in the first half, and "The Wolf" (Shield) and "Yeomen of England" (German) in the second half, was enthusiastically called on for an encore to which he responded with "Because I were Shy."

After the Rev. W. W. Rogers had thanked the Artistes, the audience, and those responsible for the concert arrangements, the entertainment terminated with the singing of "God save the King."

A buffet had been erected outside the hall, and during the interval many availed themselves of the facilities for obtaining refreshments. The thanks of the organisers are due to the Britannia Mineral Waters Company for so kindly providing the refreshments at the offices of the Crown Agents for the Colonies. The card was addressed to Mr. Johnstone "c.o. Crown Agents," and contained the following:—

"I have to accuse you of committing the following felonies at Juaso, West Africa, in 1923:

"(1) Murdering, or causing the murder of your police orderly in the Gold Coast Constabulary.

"(2) Acting in collusion with an African sub-ordinate named ——, in the Commission of Unconstitutional Acts.

"(3) Accepting bribes."

The prosecutor, now on leave, said that the postcard was re-addressed to him at his bank at Bournemouth.

Det.-Sergt. Arthur Bishop stated that the accused, when charged, said, "All right, I am all ready for that matter."

Accused was committed for trial on his own recognizance in £100.

POSTCARD LIBELS ALLEGATION.

MAJOR COMMITTED FOR TRIAL.

Major Hamilton Stratford Collins, 43, giving an address at Scarborough, was charged at Westminster with publishing libels concerning Mr. Angus Colin Duncan Johnstone, Provincial Commissioner in the Gold Coast Colony.

Mr. C. Wallace, for the Director of Public Prosecutions, said that defendant in 1922 was Assistant Commissioner under Mr. Johnstone at Ashanti. During the four or five months defendant occupied this position he gave an enormous amount of trouble.

On July 6 last a postcard, identified by prosecutor as being in Collins' handwriting, was received at the offices of the Crown Agents for the Colonies. The card was addressed to Mr. Johnstone "c.o. Crown Agents," and contained the following:—

"I have to accuse you of committing the following felonies at Juaso, West Africa, in 1923:

"(1) Murdering, or causing the murder of your police orderly in the Gold Coast Constabulary.

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TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Stock quotations.
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1 p.m.—Local time and weather report.
1.30 p.m.—Rugby Press news, mail notice, etc.
Relay of speech from Rotary Club tiffin.
2 p.m.—Close down.
6 to 8 p.m.—European programme of Victor records, supplied by Messrs. Tsang Fook Piano Co.
6 to 6.27 p.m.—

Operatic.

"Martha."—Overture (Flotow).—Victor Symphony Orchestra.—35940.
Gems from "Aida" (Verdi).—Victor Light Opera Company.—35940.
"Rigoletto."—Introduction and Minuet (Verdi).
"Rigoletto."—Quartette (Verdi).—Crestore and his Band.—35889.

6.27 to 6.45 p.m.—

Organ Solos.

"Old Irish Air" (trans. by Gibson).
"The Bells of St. Mary's" (Emmett Adams).—Archer Gibson.—35999.
"Fantasia" (Mozart).—Dr. Harold Darke.—35947.
7 p.m.—Stock quotations, mail notice, etc.

6.45 to 7.25 p.m.—

A Concert.

Song—"Do Not Go My Love" (Hageman).
Sng—"Homing" (Salmon-del Riego).—Marguerite D'Alvarez (Contralto).—1116.
Violin Solo—"Nocturne" (Tschaikowsky-Hartmann).
Violin Solo—"Minuet" (Haydn-Hartmann).—Renee Chemet.—9609.
Chorus.—"On Wings of Song" (Mendelssohn-Lefebvre).—Associated Glee Clubs of America.—35991.
Piano Solo—"Caprice" (Gluck-Saint-Saens).
Piano Solo—"Fantasia—Impromptu" (Chopin).—Harold Bauer.—9546.
Song—"When You and I Were Seventeen" (Kahn-Rosoff).
Song—"June Brought the Roses" (Stanley-Grenshaw).—John McCormack (Tenor).—1096.

7.25 to 7.43 p.m.—

Orchestral.

"Over the Hills and Far Away" (Grainger-Schmid).
"Colonial Song" (Grainger-Schmid).—Victor Symphony Orch.—36035.
"Fantasy of Melodies by Offenbach" (Ernst Urbach).—Marek Weber and his Orch.—V-50033.

7.43 to 8 p.m.—

Light Opera.

Gems from "The Merry Widow" (Leon-Lehar).
Gems from "The Chocolate Soldier" (Stange-Strauss).—Victor Light Opera Sompany.—35416.
Gems from "The Student Prince in Heidelberg" (Donnelly-Romberg).
Gems from "The Love Song" (Smith-Kunneke-Offenbach).—Victor Light Opera.—35767.

8 p.m.—Local time and weather report.
8.30 to 11.30 p.m.—Ko Shing Theatre relay.
10.30 p.m. (approx.).—Rugby midday Press news.
11.30 p.m.—Close down.

RESIDENTS OF REPULSE BAY HOTEL.

Dr. M. E. Asger, Mr. and Mrs. A. Bakker, Mr. N. C. Barber, Mrs. M. Bird, Mr. W. G. Bree, Mrs. W. A. Stratton Brown.
Miss J. Cook, Miss R. Cook, Mr. W. G. Cameron.
Mr. and Mrs. A. Drouth.
Miss M. Edmondson, Mr. D. D. Edgar, Mr. and Mrs. E. J. Edwards.
Mrs. Wm. M. Gray, Mrs. L. H. Garlington, Miss B. Gordon, Mr. A. H. Gordon.
Mrs. and Miss Heath, Mr. W. D. Harris, Mr. G. M. Hemsworth, Miss S. Higgins, Mr. and Mrs. W. G. Hollyer and 2 children.
Miss D. A. Johnson, Mr. P. Jester.
Mr. and Mrs. R. V. D. Kirby.
Mr. and Mrs. J. Landau, Mr. and Mrs. C. W. Langley and child.
Mr. W. J. Manning.
Mr. and Mrs. T. R. Parsons.
Mrs. M. S. Rose, Mr. R. R. Roxburgh.
Mrs. C. E. Sandstrom, Mr. P. Smart, Mr. and Mrs. E. Stone, Mr. and Mrs. E. H. Staber and family.
Mr. and Mrs. P. Sykes, Mr. and Mrs. R. A. Starling and 3 children, Mr. J. L. Sharps.
Mr. H. J. Tebbutt, Mr. and Mrs. J. Tully, Mr. and Mrs. C. R. W. Thomson and child, Mr. and Mrs. G. B. S. Thomson, Mrs. E. J. Tebbutt.
Mr. & M. West, Mr. A. Wheeler and 2 children.

IMPORTS—PRICES CURRENT.

The reports and prices are published as supplied by Importers, and the Chamber cannot accept responsibility for the accuracy thereof.

Metals.

Market dull.

		Quotations.
Iron and Steel—		Continental.
Steel Nail Rods	per picul	$6.60
,, Bar	,,	5.00
,, Angles	,,	$5.10-5.40
,, Rods	,,	5.70
,, Joists	,,	5.30
,, Sheets	,,	10.50
,, Plates	,,	6.10
Small round rods	,,	5.70
Hoops, black steel	,,	7.40
,, galvanised	,,	18.00
Black Tubes ¼/1"	Discount	70%
,, 1½"	,,	60%
Wire Nails, 1½-3	per picul	10.40
Galvan. corrugated sheets, 24/26	per 100 lbs.	24G $10.40; 26G $11.50
Galvanised flat sheets, 1/32", 1/16", 3/32" x 4' x 9"	per lb.	$14.00

		British.
Lead—		
B.M., Spot	per picul	$15.40-15.60
To arrive	,,	15.80-16.00
Australian—		
B.H.P., Spot	,,	15.80-16.00
To arrive	,,	16.00-16.40
Tin Plates:—		
English I.C.W., 20" x 14", 100 lbs., Spot	per box	$14.70-14.90
Do., To arrive	,,	15.60
English I.C.W., 18½" x 14", 110 lbs., Spot	per box	15.60
Do., To arrive	,,	16.20
		Continental.
American I.C.W., Spot	,,	No stocks
,, To arrive	,,	H.K.$19.00

Petroleum Products.

		British.
White Rose Brand	per case	$6.88
Comet Brand	,,	6.69
Cock ,,	,,	6.63
Eagle Brand	2 tins	6.30
,,	bulk	5.70
Sooony Motor Gasolene	case	11.15
Silver Light	,,	6.69
Crown Brand 69 lbs.	2 tins	6.30
,, 8 l. galls. 66 lbs.	bulk	5.70
Cross Brand 71 lbs.	2 tins	6.04
,, 8 l. galls. 71 lbs.	bulk	5.44
Lamp Glass	2 tins	6.78
Shell Motor Spirit	case	11.15
,,	2 tins	10.90
,,	bulk	10.40
,,	gallon (ex pump)	1.25
Scale	case	6.69
Yin Foo	,,	6.40
Texaco Motor Spirit	,,	11.15
,,	per gal. ex pump	1.25

Coals.

		Quotations
Kaiping—		
No. 2 Lump	per metric ton	$13.75
Special Slack	,,	14.75
No. 1 Slack	,,	13.25
No. 2 Slack	,,	12.25

Flour

Market:—Very weak.

Quotations:

American Patent	per sack	$4.50
,, Straight	,,	$2.85-3.05
,, Cut off	,,	2.90-3.20
Australian No. 1	,,	3.30-3.40
Canadian Cut off	,,	3.20-3.25
,, Straight	,,	3.15-3.20
,, Mixture	,,	3.05
,, 2nd Clear	,,	2.95

Stock:

American		700,000 bags
Canadian		150,000 ,,
Australian		50,000 ,,
		900,000 bags

Sundries.

Window Glass—

4th Quality of 100 sq. ft.	per box	$7.10
Fair average sizes—		
1/16" thick (18 oz.)	per box	8.40
1/8" ,,	,,	16.50

China, India and Straits Produce.

Sugar— Java:	Per picul	Reported sales piculs:
Rough White	$9.63-9.78	9,286.00 (Spot)
Do.	9.23-10.03	60,079.00 (To arrive)
Rough Brown	8.58-8.83	7,095.00 (Spot)
Do.	8.58-8.78	22,770.00 (To arrive)
Molasses	8.28-8.28	3,340.00 (Spot)

PASSENGERS.

Arrivals.

The following passengers arrived by the R.M.S. Empress of Japan from the North:—Mr. W. A. Dowley, Mr. W. A. Fell, Mr. and Mrs. J. W. Graham, Master Graham, Mrs. W. A. Knight, Master W. Knight, Mrs. F. Knight, Mr. O. E. Mirtz, Mr. J. A. Perifano, Miss G. Rupert, Rev. and Mrs. J. P. Snyder, Miss M. Snyder, Miss J. Snyder, Rev. and Mrs. E. E. Walline, Miss J. Walline, Master E. Walline, Mr. W. S. Allan, Mrs. C. B. Bird, Mr. and Mrs. F. V. Canning, Miss C. Canning, Mr. and Mrs. D. P. Chow, Miss D. Chow, Miss M. Chow, Miss L. Chow, Mr. and Mrs. S. C. Hill, Mr. and Mrs. O. C. Stark, Mr. Chan Hak Man, Mr. Lee Kan Sang, Mrs. C. C. Chan, Mr. H. F. Baptiste, Mr. Chan Pao Ying, Mr. T. Chang, Mr. C. P. Chang, Mr. W. L. Chan, Mr. and Mrs. O. C. Chung, Dr. J. E. H. Cogan, Mr. Chan Chun Cho, Mr. Loo Woon Cho, Mr. H. N. Cumine, Mr. A. P. Gellespie, Mr. J. E. Gray, Mrs. W. A. Hannibal, Mr. H. T. Kwok, Mr. T. H. Kwok, Mr. Ho Kwong, Mr. Ho Hung Wai, Mr. Ho Hung Chui, Mr. Hui Ching, Mrs. Lai, Mrs. Lau Hing, Mr. S. D. Lee, Mr. Y. T. Lee, Mr. and Mrs. Lokan, Miss B. K. Loo, Mr. P. Y. Lum, Mr. L. W. Malby, Mr. F. M. McBain, Mr. G. D. Nichols, Mr. E. M. Simpson, Mrs. M. B. Slade, Mr. M. W. Stranack, Mr. F. S. Sung, Mrs. C. S. Tau, Mr. Tang Mui Wa, Miss Tang Oi Wa, Miss Y. K. Tong, Mr. L. W. T. Tsang, Mr. Wai Fan, Mr. S. L. Yang, Mr. Y. F. Yi, Mr. M. S. Yung, Miss P. Aylen, Miss M. Le Fever, Mr. and Mrs. H. C. Brownell, Miss E. Brownell, Miss R. Brownell, Mr. M. Goo, Mr. J. Cooney, Mr. J. Moss, Mr. H. E. Virgi, Mr. H. E. D. Adams, Mr. G. P. Andrades, Mrs. Gehring, Miss H. Gehring, Miss R. Gehring, Miss E. M. Gray, Mrs. S. Law, Mr. and Mrs. N. W. Law, Miss M. McCue, Miss E. G. Stephen.

Departures.

The following passengers left by the s.s. Pres. Cleveland:—Mr. and Mrs. T. K. King, Mr. and Mrs. F. M. Prentice, Mr. E. Morgenstein, Mr. Clayton Seitz, Mr. J. K. Ireland, Mrs. Chang Shee, Mr. P. W. Vermeulen, Mr. Wong Hong Hang, Master Wm. St. C. Wren, Mr. P. Chan, Mr. E. Zimmern, Mr. Lee Chon, Mr. Ed Shea, Mr. J. R. Soares, Mr. W. Foraita, Mr. S. H. Wong, Mr. T. L. Knight, Mr. A. Leong, Miss R. E. Gan, Mr. D. V. Lopes, Mrs. Ko Kui Hok, Master Ko Yim Hing, Mr. Ho Hung Yan, Masters Herbert and Zoon Fu King, Mr. Wm. N. Gray III., Mr. E. G. Bradford, Mr. Y. F. Nee, Mr. Mok Chi, Mrs. Mok Shee, Mr. L. N. Quinton, Mr. I. M. Alarakia, Dr. C. Pao, Mr. H. S. Chan, Mr. A. Zimmern, Mr. R. Choa, Dr. D. Liang, Mr. H. M. Remedios, Mr. E. W. Railton, Mr. L. Roza Peraira, Miss Phyllis, Mr. J. Lawrence, Master J. H. Gan and infant, Mr. and Mrs. Wu Kit Sang, Mr. Ho Kwok Wai, Master Ko Mun Hing, Mr. R. Poinsot, Miss Mania King, Mr. Alcomal Nokoomal, Mr. W. Stranack, Mr. C. E. Holmes, Mr. Ng Chuen, Madam Wong Ching Kuan, Mr. John Early, Major and Mrs. E. St. C. Wr. Mr. and Mrs. Y. M. Jo, Miss K. Tse, Mr. F. Zimmern, Mr. C. Assumpcao, Mr. S. V. Gittius, Mr. Ed Da Roza, Mr. W. Lawance, Mr. C. Roza Pereira, Mr. F. Britto, Mr. C. Figueiredo, Mr. Harold Hunt, Mr. Ko Kui Hok, Master Ko Wai Hing, Mr. Shing Lee Chai, Mr. Lee Sing Chuen.

The following passengers left by the s.s. Pres. Hayes:—Mr. A. L. Young, Mr. and Mrs. M. C. Chon, Rev. and Mrs. J. W. Hawley, Mrs. H. R. Chun, Mr. Junius, Tjording, Mr. and Mrs. E. B. Cornell, Mrs. Ah Kam, Miss Patricia Boyd, Mr. M. A. Rosale, Mrs. A. R. Young and Master D. Young, Miss W. F. Chon and infant, Mr. T. C. Chun, Mr. and Mrs. J. T. Tjording, Mr. Dong Hoi, Mrs. Audie F. Boyd, Mr. and Mrs. J. W. Graham and Master Graham.

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Length on Blocks 750 Feet.
Depth on Centre of Sill (H.W.O.S.T.) 34 ft. 6 ins.
—THREE SLIPWAYS.—
Capable of Handling Ships Up to 4,000 Tons Displacement.
Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

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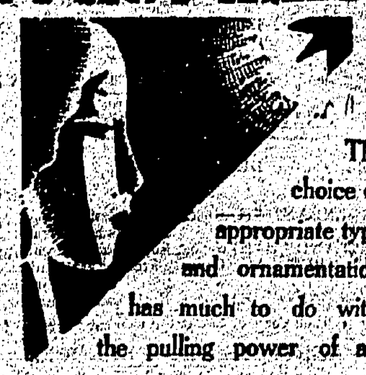

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THE HONG KONG DAILY PRESS

in setting up advertisements aims at making them as effective as possible by the proper co-ordination of type, "copy," and illustration.

ARRIVALS.

September 6.

Bellerophon, British str., 5,708 tons, Capt. A. S. Blues, from Kobe, buoy No. A4.—B. & S.

Clara Jebsen, Danish str., 1,115 tons, Capt. K. Dahl, from Saigon, buoy No. B16.—Chang Tong Ha.

September 7.

Asuka Maru, Japanese str., 4,537 tons, Capt. Y. Soejima, from Kobe, Kowloon Wharf—N.Y.K.

Canada Maru, Japanese str., 3,538 tons, Capt. K. Yugeta, from Batavia, buoy No. A5.—O.S.K.

Golden Horn, American str., 4,011 tons, Capt. M. E. Shigley, from Hondagua, P.I., buoy No. A9.—States S.S. Co.

Golden Wall, American str., 3,729 tons, Capt. E. J. Anderson, from Shanghai, Stonecutters' Anchorage.—States S.S. Co.

Huichow, British str., 1,222 tons, Capt. E. M. Gellie, from Weihai-wei, buoy No. B3.—B. & S.

Kanan Maru, Japanese str., 1,876 tons, Capt. Y. Sugimoto, from Dairen, buoy No. B17.—D.K.K.

Kiangan, British str., 1,555 tons, Capt. A. F. Summerfield, from Swatow, buoy No. B15.—B. & S.

Kine Maru, Japanese str., 1,269 tons, Capt. K. Hirasawa, from Canton, buoy No. B23.—O.S.K.

Kwai Sang, British str., 1,435 tons, Capt. P. Jowitt, from Canton, buoy No. B2.—J.M. & Co.

Menestheus, British str., 4,817 tons, Capt. A. E. Dodd, from Singapore, Holt's Wharf.—B. & S.

Solviken, Norwegian str., 1,425 tons, Capt. N. Norvalls, from Pakhoi, buoy No. A9.—Sing Kee & Co.

Taybank, British str., 3,437 tons, Capt. J. Stewart, from Shanghai, buoy No. A7.—Bank Line.

Tai Yuan, British str., 2,100 tons, Capt. R. Robertson, from Amoy, buoy No. B21.—B. & S.

Unita, Norwegian str., 2,345 tons, Capt. T. Messel, from Canton, Stonecutters' Anchorage.—Dodwell & Co.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "MENESTHEUS"
FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 7th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 14th September will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 23th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

7th September, 1931. [1161

EXPECTED ARRIVALS AND MOVEMENTS.

Achilles due from Europe Oct. 12.
Aeneas due from North China ports Sept. 29.
Asphalion due here Oct. 11.
Athos due from Europe Sept. 29.
Asuka Maru due here Sept. 12.
Bengal Maru arrived here Sept. 7.
Bokuyo Maru arrived from Japan Aug. 30.
Burdwan due from Europe Sept. 11.
Burgenland due from Japan Sept. 14.
Calchas due from Europe Sept. 14.
Calcutta Maru due here Sept 14.
Cathay due from Shanghai Sept 11.
Changto due from Australia Oct. 9.
Chenonceaux due from Europe Sept. 15.
D'Artagnan due from Europe Oct. 13.
Duisburg due from Europe Sept. 16.
Elpenor due from Europe Sept. 29.
Emp. of Asia due from Japan Sept. 16.
Emp. of Canada due from Vancouver Oct. 2.
Emp. of Japan due from Manila Sept. 9.
Fulda due from North China ports Sept. 19.
Gaelic Star due from Europe Sept. 23.
Glaucus due from Europe Oct. 5.
Gleniffer due from Europe Oct. 3.
Havel due from Europe Oct. 2.
Havelland due from Europe Sept. 30.
Heian Maru arrived from Shanghai Aug. 30.
Ixion due from Vancouver Sept. 10.
Kaga Maru due here Sept. 10.
Lyons Maru due here Sept. 12.
Mantua due from Europe Sept. 10.
Menelaus due from North China ports Sept. 15.
Menestheus due from Japan Oct. 5.
Nelcus due from New York Oct. 13.
Ningchow due from Japan Sept. 25.
Pembrokeshire due from Europe Sept. 11.
Perseus due from North China ports Oct. 13.
Porthos due from Japan Sept. 29.
Pres. Fillmore due from Japan Sept. 19.
Pres. Taft due from Shanghai Sept 11.
Pres. Wilson arrived from Shanghai Sept. 7.
Pyrrhus due from Europe Sept. 30.
Saale due from Japan Sept. 11.
Sarpedon due from Europe Sept. 18.
Shinyo Maru due from Honolulu Sept. 18.
Sirdhana due from Straits Sept. 9.
Sphinx due from Japan Sept. 15.
Taiping due from Manila Sept. 8.

CLEARANCES.

September 7.

Deli Maru, for Canton.
Dorry, for Hoihow.
Golden Horn, for San Francisco.
Golden Wall, for Haiphong.
Heian Maru, for Shanghai.
Hydrangea, for Swatow.
Kanan Maru, for Canton.
Kine Maru, for Keelung.
Kwangtung, for Amoy.
Menestheus, for Shanghai.
Nanshin Maru, for Kamamanu.
Shun Lee, for Tsingtao.
Solviken, for Canton.
Sumatra Maru, for Singapore.
Tai Poo Sik, for Kwong-chow-wan.
Tai Yuan, for Canton.
Tjimanock, for Tjilatjap.
Tjisalak, for Muntok.
Tjisaroea, for Amoy.
Unitu, for Chinwangtao.

HAMBURG-AMERIKA LINIE

FAR EASTERN MAIL—FREIGHT—and PASSENGER SERVICE — between: JAPAN, CHINA, HONG KONG, PHILIPPINES, STRAITS SETTLEMENTS, COLOMBO and EUROPE.

SAILINGS TO EUROPE.

VESSEL.	DESTINATION.	LEAVING HONG KONG.
M.V. "BURGENLAND"	(1) Genoa, Marseilles, Havre, Rotterdam & Hamburg	
M.V. "VOGTLAND"	(1) Genoa, Rotterdam & Hamburg	4 Oct.
M.V. "DUISBURG"	(1) Genoa, Barcelona, Rotterdam & Hamburg	16 Oct.
M.V. "HAVELLAND"	(2) Genoa, Rotterdam & Hamburg	24 Oct.

Other Ports of Call if Inducement offers.

ARRIVALS FROM EUROPE.

		DUE HONG KONG.
M.V. "DUISBURG"	(1)	16 Sept.
M.V. "HAVELLAND"	(2)	30 Sept.
M.V. "SAUERLAND"	(1)	11 Oct.
M.V. "RAMSES"	(1)	25 Oct.

Subject to Alteration without Notice.

(1) Excellent Accommodation for Passengers, Qualified Surgeon carried. Fare from Hong Kong to Genoa from £70. 0. 0.

(2) Limited Passenger Accommodation, Qualified Surgeon carried.

For further particulars please apply to Agents:—

JEBSEN & CO.

AGENTS.
12, Pedder Street, Hong Kong. Tel. 26861.

ADVERTISED SAILINGS FROM HONG KONG

ADEN.

Gange, Dodwell's, Sept. 9.
Cathay, P. & O., Sept. 12.
Sphinx, M.M., Sept. 15.
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Col. di Lana, Dodwell's, Sept. 27.
Porthos, M.M., Sept. 29.
Cracovia, Dodwell's, Oct. 4.
Chenonceaux, M.M., Oct. 13.

ALEXANDRIA.

Pres. Fillmore, Dollar, Sept. 26.
Pres. Monroe, Dollar, Oct. 4.

AMOY.

Haiyang, Douglas, Sept. 8.
Kwangtung, B. & S., Sept. 8.
Tjisaroea, J.C.J.L., Sept. 8.
Taiyuan, B. & S., Sept. 9.
Haiching, Douglas, Sept. 11.
Sirdhana, B.I., Sept. 11.
Anshun, B. & S., Sept. 13.
Haining, Douglas, Sept. 15.
Tjisadane, J.C.J.L., Sept. 17.
Tsinan, B. & S., Sept. 17.
Kutsang, Jardine's, Sept. 18.
Hosang, Jardine's, Sept. 25.
Tilawa, B.I., Sept. 25.
Yuensang, Jardine's, Oct. 7.
Santhia, B.I., Oct. 9.

ANTWERP.

Annam, Manners, Sept. 9.
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 26.
Danmark, Manners, Sept. 29.

AUSTRALIAN PORTS.

Taiping, B. & S., Sept. 15.
Kamo Maru, N.Y.K., Sept. 22.
Atsuta Maru, N.Y.K., Sept. 26.
Nankin, E. & A., Oct. 2.

BALTIC PORTS.

Annam, Manners, Sept. 9.
Danmark, Manners, Sept. 29.

BALTIMORE.

Taybank, Bank, Sept. 9.
Menestheus, B.F., Oct. 5.

BANGKOK.

Kiangsu, B. & S., Sept. 13.
Soudan, P. & O., Sept. 19.

BARCELONA.

Fulda, Melchers, Sept. 19.

BELAWAN-DELI.

Van Heutsz, J.C.J.L., Sept. 10.

BOMBAY

Gange, Dodwell's, Sept. 9.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.
Yamagata Maru, N.Y.K., Sept. 14.
Garbeta, P. & O., Sept. 16.
Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Mirzapore, P. & O., Oct. 6.

BOSTON.

Asuka Maru, N.Y.K., Sept 8.
Taybank, Bank, Sept. 9.
Tai Ping Yang, Dodwell's, Sept 18.
Pres. Fillmore, Dollar, Sept 20.
Siamese Prince, Furness, Sept. 22.
Toba Maru, N.Y.K., Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.
Malayan Prince, Furness, Oct. 6.
Tweedbank, Bank, Oct. 7.

BREMEN.

Saale, Melchers, Sept. 11.
Fulda, Melchers, Sept. 19
Trave, Melchers, Oct. 6.

BRINDISI.

Gange, Dodwell's, Sept. 9.
Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.

CALCUTTA.

Bengal Maru, N.Y.K., Sept 8.
Talma, B.I., Sept. 8.
Kumsang, Jardine's, Sept. 9.
Calcutta Maru, N.Y.K., Sept. 15.
Suisang, Jardine's, Sept. 21.
Takada, B.I., Sept. 23.
Sirdhana, B.I., Oct. 4.
Kutsang, Jardine's, Oct. 8.
Tilawa, B.I., Oct. 14.

CASABLANCA.

Menelaus, B.F., Sept. 15.
Kalyan, P. & O., Sept. 26.
Perseus, B.F., Oct. 13.

CEBU.

Menestheus, B.F., Oct. 5.

CHEFOO.

Huichow, B. & S., Sept. 10.
Kanchow, B. & S., Sept 10.
Cheongshing, Jardine's, Sept. 18.
Chipshing, Jardine's, Sept. 27.
Kueichow, B. & S., Sept. 29.

COLOMBO.

Gange, Dodwell's, Sept. 9.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.
Yamagata Maru, N.Y.K., Sept. 14.
Glenamoy, Jardine's, Sept. 15.
Sphinx, M.M., Sept. 15.
Garbeta, P. & O., Sept. 16.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27
Aeneas, B.F., Sept. 29.
Porthos, M.M., Sept. 29.
Cracovia, Dodwell's, Oct. 4.
Pres. Monroe, Dollar, Oct. 4.
Mirzapore, P. & O., Oct. 6.
Chenonceaux, M.M., Oct. 13.

COPENHAGEN.

Annam, Manners, Sept. 9.
Danmark, Manners, Sept. 29.

DALNY.

Chenan, B. & S., Sept. 8.
Chinhua, B. & S., Sept. 14.
Sarpdeon, B.F., Sept. 18.

DUTCH PORTS.

Annam, Manners, Sept. 9.
Saale, Melchers, Sept. 11.
Menelaus, B.F., Sept. 15
Fulda, Melchers, Sept. 19.
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 26.
Shantung, Gilman's, Sept. 27.
Aeneas, B.F., Sept. 29.
Danmark, Manners, Sept. 29.
Vogtland, Jebsen, Oct. 4.
Trave, Melchers, Oct. 6.
Perseus, B.F., Oct. 13.

FOOCHOW.

Chenan, B. & S., Sept. 8.
Haiyang, Douglas, Sept. 8.
Huichow, B. & S., Sept. 10.
Haiching, Douglas, Sept. 11.
Haining, Douglas, Sept. 15.
Chipshing, Jardine's, Sept. 27.
Cheongshing, Jardine's, Sept. 18.
Kueichow, B. & S., Sept. 29.

GENOA.

Gange, Dodwell's, Sept. 9.
Bellerophon, B.F., Sept. 10.
Lyons Maru, N.Y.K., Sept. 13.
Fulda, Melchers, Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Shantung, Gilman's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.
Pres. Monroe, Dollar, Oct. 4.
Vogtland, Jebsen, Oct. 4.

GIBRALTAR.

Cathay, P. & O., Sept 12.
Terukuni Maru, N.Y.K., Sept. 19.

GLASGOW.

Bellerophon, B.F., Sept. 10.
Ningchow, B.F., Sept. 25.
Aeneas, B.F., Sept. 29.
Asphalion, B.F., Oct. 11.

GOTHENBURG.

Shantung, Gilman's, Sept. 27.

HAIPHONG AND HOIHOW.

Kuingchow, B. & S., Sept 11.
Kingyuan, B. & S., Sept. 25.

HAMBURG.

Annam, Manners, Sept. 9.
Saale, Melchers, Sept. 11.
Glenamoy, Jardine's, Sept. 15.
Menelaus, B.F., Sept. 15.
Fulda, Melchers, Sept. 19.
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 26.
Aeneas, B.F., Sept. 29.
Danmark, Manners, Sept. 29.
Vogtland, Jebsen, Oct. 4.
Trave, Melchers, Oct. 6.
Perseus, B.F., Oct. 13.

HAVRE.

Bellerophon, B.F., Sept. 10.
Soudan, P. & O., Sept. 19.
Ningchow, B.F., Sept. 25.
Asphalion, B.F., Oct. 11.

HONOLULU.

Bokuyo Maru, N.Y.K., Sept. 12.
Tatsuta Maru, N.Y.K., Sept. 16.
Asama Maru, N.Y.K., Sept. 30.

HULL.

Kalyan, P. & O., Sept. 26.

JAPAN PORTS

Heian Maru, N.Y.K., Sept. 8.
Mantua, P. & O., Sept. 11.
Pembrokeshire, Jardine's, Sept. 11.
Sirdhana, B.I., Sept. 11.
Burdwan, P. & O., Sept. 12
Bokuyo Maru, N.Y.K., Sept. 12.
Emp. of Japan, C.P.S., Sept. 12.
Asuka Maru, N.Y.K., Sept. 13.
Calchas, B.F., Sept. 14.
Chenonceaux, M.M., Sept. 15.
Duisburg, Jebsen, Sept. 16.
Tatsuta Maru, N.Y.K., Sept. 16.
Ixion, B.F., Sept. 17.
Kamo Maru, N.Y.K., Sept. 18.
Kutsang, Jardine's, Sept. 18.
Tai Ping Yang, Dodwell's, Sept. 18.
Moncalieri, Dodwell's, Sept. 21.
Gaelic Star, Sept. 23.
Emp. of Asia, C.P.S., Sept. 25.
Hosang, Jardine's, Sept. 25.
Kashmir, P. & O., Sept. 25.
Tilawa, B.I., Sept. 25.
Athos II, MM., Sept. 29.
Elpenor, B.F., Sept. 29.
Asama Maru, N.Y.K., Sept. 30.
Havelland, Jebsen, Sept. 30.
Pyrrhus, B.F., Sept. 30.
Havel, Melchers, Oct. 2.
Glaucus, B.F., Oct. 5.
Nellore, E. & A., Oct. 5.
Canton, Gilman's, Oct. 6.
Hikawa Maru, N.Y.K., Oct. 6.
Yuensang, Jardine's, Oct. 7.
Gleniffer, Jardine's, Oct 9.
Santhia, B.I., Oct. 9.
Emp. of Canada, C.P.S., Oct. 10.
Naldera, P. & O., Oct. 10.
Sauerland, Jebsen, Oct. 11.
Achilles, B.F., Oct. 12.
D'Artagnan, M.M., Oct. 13.
Nelcus, B.F., Oct. 13.

JAVA PORTS.

Tjisalak, J.C.J.L., Sept. 8.
Tjikembang, J.C.J.L., Sept. 15.
Tjileboet, J.C.J.L., Sept. 22.
Tjisadane, J.C.J.L., Sept. 29.
Tjisaroea, J.C.J.L., Oct. 6.

LISBON.

Fulda, Melchers, Sept. 19.

LIVERPOOL.

Bellerophon, B.F., Sept. 10.
Lyons Maru, N.Y.K., Sept. 13.
Ningchow, B.F., Sept. 25.
Asphalion, B.F., Oct. 11.

LONDON.

Gange, Dodwell's, Sept. 9.
Saale, Melchers, Sept. 11.
Cathay, P. & O., Sept. 12.
Glenamoy, Jardine's, Sept. 15.
Menelaus, B.F., Sept. 15.
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Kalyan, P. & O., Sept. 26.
Col. di Lana, Dodwell's, Sept. 27.
Aeneas, B.F., Sept. 29.
Cracovia, Dodwell's, Oct. 4.
Trave, Melchers, Oct. 6.
Mantua, P. & O., Oct. 10.
Perseus, B.F., Oct. 13.

LOS ANGELES.

Bokuyo Maru, N.Y.K., Sept. 12.
Pres. Wilson, Dollar, Sept. 15.
Tatsuta Maru, N.Y.K., Sept. 16.
Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Hoover, Dollar, Sept. 29.

MANILA

Pres. Wilson, Dollar, Sept. 8.
Bellerophon, B.F., Sept. 10.
Pres. Taft, Dollar, Sept. 12.
Taiping, B. & S., Sept. 15.
Tjikembang, J.C.J.L., Sept. 15.
Emp. of Asia, C.P.S., Sept. 17.
Fulda, Melchers, Sept. 19
Shinyo Maru, N.Y.K., Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Kamo Maru, N.Y.K., Sept. 22.
Atsuta Maru, N.Y.K., Sept. 26.
Pres. Jefferson, A.M.L., Oct. 4.
Shantung, Gilman's, Sept. 27.
Tjisadane, J.C.J.L., Sept. 29.
Emp. of Canada, C.P.S., Oct. 2.
Nankin, E. & A., Oct. 2.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.

MARSEILLES.

Saale, Melchers, Sept. 9.
Cathay, P. & O., Sept. 12.
Lyons Maru, N.Y.K., Sept. 13.
Menelaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.
Soudan, P. & O., Sept. 19.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Kalyan, P. & O., Sept. 26.
Aeneas, B.F., Sept. 29.
Porthos, M.M., Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Trave, Melchers, Oct. 6.
Mantua, P. & O., Oct. 10.
Chenonceaux, M.M., Oct. 13.
Perseus, B.F., Oct. 13.

NAPLES.

Terukuni Maru, N.Y.K., Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.
Pres. Monroe, Dollar, Oct. 4.
Malayan Prince, Furness, Oct. 6.

NEW GUINEA.

Bremerhaven, Melchers, Oct. 10.

NEW YORK, BOSTON, etc.

Asuka Maru, N.Y.K., Sept. 8.
Taybank, Bank, Sept. 9.
Pres. Wilson, Dollar, Sept. 15.
Tai Ping Yang, Dodwell's, Sept 18
Pres. Fillmore, Dollar, Sept. 20.
Siamese Prince, Furness, Sept. 22.
Pres. Hoover, Dollar, Sept. 29.
Toba Maru, N.Y.K., Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Menestheus, B.F., Oct. 5.
Malayan Prince, Furness, Oct. 6.
Tweedbank, Bank, Oct. 7.

NEWCHWANG.

Chenan, B. & S., Sept. 8.
Chinhua, B. & S., Sept. 14

NINGPO.

Kanchow, B. & S., Sept. 10.

NORTH CHINA PORTS.

Asuka Maru, N.Y.K., Sept 13.
Sarpedon, B.F., Sept. 18.
Trier, Melchers, Sept. 23.
Havel, Melchers, Oct. 2.

ORAN.

Saale, Melchers, Sept. 11.
Shantung, Gilman's, Sept. 27.
Trave, Melchers, Oct. 6.

PAKHOI.

Kuingchow, B. & S., Sept. 11.
Kingyuan, B. & S., Sept. 25.

PANAMA.

Asuka Maru, N.Y.K., Sept. 8.
Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Hoover, Dollar, Sept. 29.
Toba Maru, N.Y.K., Sept. 29.

PENANG.

Bengal Maru, N.Y.K., Sept. 8.
Talma, B.I., Sept. 8.
Kumsang, Jardine's, Sept. 9.
Van Heutsz, J.C.J.L., Sept. 10.
Kaga Maru, N.Y.K., Sept. 11.
Cathay, P. & O., Sept. 12.
Yamagata Maru, N.Y.K., Sept. 14.
Calcutta Maru, N.Y.K., Sept. 15.
Glenamoy, Jardine's, Sept. 15.
Garbeta, P. & O., Sept. 16.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Suisang, Jardine's, Sept. 21.
Takada, B.I., Sept. 23.
Shantung, Gilman's, Sept. 27.
Aeneas, B.F., Sept. 29.
Pres. Monroe, Dollar, Oct. 4.
Sirdhana, B.I., Oct. 4.
Mirzapore, P. & O., Oct. 6.
Kutsang, Jardine's, Oct. 8.
Tilawa, B.I., Oct. 14.

PHILADELPHIA.

Tweedbank, Bank, Oct. 7.

PLYMOUTH.

Cathay, P. & O., Sept. 12.

PORT SAID.

Annam, Manners, Sept. 9.
Gange, Dodwell's, Sept. 9.
Bellerophon, B.F., Sept. 10.
Cathay, P. & O., Sept. 12.
Lyons Maru, N.Y.K., Sept. 13.
Menelaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.
Terukuni Maru, N.Y.K., Sept. 19.
Ningchow, B.F., Sept. 25.
Col. di Lana, Dodwell's, Sept. 27
Shantung, Gilman's, Sept. 27.
Aeneas, B.F., Sept. 29.
Danmark, Manners, Sept. 29.
Porthos, M.M., Sept. 29.
Cracovia, Dodwell's, Oct 4.
Chenonceaux, M.M., Oct. 13.
Perseus, B.F., Oct. 13.

RABAUL.

Nankin, E. & A., Oct. 2
Bremerhaven, Melchers, Oct. 10.

RANGOON.

Bengal Maru, N.Y.K., Sept. 8.
Calcutta Maru, N.Y.K., Sept. 15.
Sirdhana, B.I., Oct. 4.

SAIGON.

Lyons Maru, N.Y.K., Sept. 13.
Sphinx, M.M., Sept. 15.
Porthos, M.M., Sept. 29.
Chenonceaux, M.M., Oct. 13.

SANDAKAN.

Mausang, Jardine's, Sept. 9.
Yusang, Jardine's, Sept. 14.
Hinsang, Jardine's, Sept. 20.

SAN FRANCISCO.

Bokuyo Maru, N.Y.K., Sept. 12.
Asuka Maru, N.Y.K., Sept. 13.
Pres. Wilson, Dollar, Sept. 15.
Tatsuta Maru, N.Y.K., Sept. 16.
Tai Ping Yang, Dodwell's, Sept. 18.
Pres. Hoover, Dollar, Sept. 29.
Asama Maru, N.Y.K., Sept. 30.

SCANDINAVIAN PORTS.

Annam, Manners, Sept. 9.
Shantung, Gilman's, Sept. 27.
Danmark, Manners, Sept 29.

SEATTLE.

Heian Maru, N.Y.K., Sept. 8.
Ixion, B.F., Sept. 17.
Pres. Taft, Dollar, Sept. 20.
Pres. Jefferson, A.M.L., Oct. 4.
Hikawa Maru, N.Y.K., Oct. 6.

SHANGHAI.

Chenan, B. & S., Sept. 8.
Heian Maru, N.Y.K., Sept. 8.
Kwangtung, B. & S., Sept. 8.
Sinkiang, B. & S., Sept. 8.
Tjisaroea, J.C.J.L., Sept. 8.
Kwaisang, Jardine's, Sept. 9.
Taiyuan, B. & S., Sept. 9.
Kanchow, B. & S., Sept. 10.
Kingyuan, B. & S., Sept. 11.
Mantua, P. & O., Sept. 11.
Pembrokeshire, Jardine's, Sept. 11.
Sirdhana, B.I., Sept. 11.
Burdwan, P. & O., Sept. 12
Emp. of Japan, C.P.S., Sept. 12.
Asuka Maru, N.Y.K., Sept. 13.
Daviken, Jardine's, Sept. 13.
Szechuen, B. & S., Sept. 13.
Calchas, B.F., Sept. 14.
Chinhua, B. & S., Sept. 14.
Chenonceaux, M.M., Sept. 15.
Soochow, B. & S., Sept. 15
Duisburg, Jebsen, Sept. 16.
Hopsang, Jardine's, Sept. 16.
Tatsuta Maru, N.Y.K., Sept. 16.
Tjisadane, J.C.J.L., Sept. 17.
Tsinan, B. & S., Sept. 17.
Kutsang, Jardine's, Sept. 18
Sarpedon, B.F., Sept. 18
Tai Ping Yang, Dodwell's, Sept. 18.
Sandviken, Jardine's Sept. 20.
Moncalieri, Dodwell's, Sept. 21.
Cracovia, Dodwell's, Sept. 23.
Gaelic Star, Sept. 23.
Trier, Melchers, Sept. 23.
Emp. of Asia, C.P.S., Sept. 25.
Kashmir, P. & O. Sept. 25.
Athos II, MM., Sept. 29
Elpenor, B.F., Sept. 29.
Asama Maru, N.Y.K., Sept. 30.
Havelland, Jebsen, Sept. 30.
Pyrrhus, B.F., Sept. 30.
Java, Manners, Oct. 1.
Havel, Melchers, Oct. 2.
Glaucus, B.F., Oct. 5.
Nellore, E. & A., Oct. 5.
Canton, Gilman's, Oct. 6.
Hikawa Maru, N.Y.K., Oct. 6.
Gleniffer, Jardine's, Oct. 9.
Emp. of Canada, C.P.S., Oct. 10.
Naldera, P. & O., Oct. 10.
Sauerland, Jebsen, Oct. 11.
Achilles, B.F., Oct. 12.
D'Artagnan, M.M., Oct. 13.
Nelcus, B.F., Oct. 13.

SINGAPORE

Bengal Maru, N.Y.K., Sept. 8.
Talma, B.I., Sept. 8.
Gange, Dodwell's, Sept. 9.
Kumsang, Jardine's, Sept. 9.
Bellerophon, B.F., Sept. 10.
Van Heutsz, J.C.J.L., Sept. 10.
Kaga Maru, N.Y.K., Sept. 11.
Saale, Melchers, Sept. 11.
Cathay, P. & O., Sept. 12.
Anshun, B. & S., Sept. 13.
Lyons Maru, N.Y.K., Sept. 13.
Yamagata Maru, N.Y.K., Sept. 14.
Calcutta Maru, N.Y.K., Sept. 15.
Menelaus, B.F., Sept. 15.
Sphinx, M.M., Sept. 15.
Garbeta, P. & O., Sept. 16.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Suisang, Jardine's, Sept. 21.
Takada, B.I., Sept. 23.
Ningchow, B.F., Sept. 25.
Col. di Lana, Dodwell's, Sept. 27.
Shantung, Gilman's, Sept. 27.
Aeneas, B.F., Sept. 29.
Porthos, M.M., Sept. 29.
Cracovia, Dodwell's, Oct. 4.
Pres. Monroe, Dollar, Oct. 4.
Sirdhana, B.I., Oct. 4.
Menestheus, B.F., Oct. 5.
Mirzapore, P. & O., Oct. 6.
Trave, Melchers, Oct. 6.
Kutsang, Jardine's, Oct. 8.
Asphalion, B.F., Oct. 11.
Chenonceaux, M.M., Oct. 13.
Perseus, B.F., Oct. 13.
Tilawa, B.I., Oct. 14.

SOUTH AMERICAN PORTS.

Bokuyo Maru, N.Y.K., Sept. 12.

SUEZ CANAL.

Gange, Dodwell's, Sept. 9.
Lyons Maru, N.Y.K., Sept. 13.
Sphinx, M.M., Sept. 15.
Terukuni Maru, N.Y.K., Sept. 19.
Pres. Fillmore, Dollar, Sept. 20.
Col. di Lana, Dodwell's, Sept. 27.
Porthos, M.M., Sept. 29.
Cracovia, Dodwell's, Oct 4.
Pres. Monroe, Dollar, Oct. 4.
Chenonceaux, M.M., Oct. 13.

SWATOW.

Chenan, B. & S., Sept. 8.
Haiyang, Douglas, Sept. 8.
Sinkiang, B. & S., Sept. 8.
Kwaisang, Jardine's, Sept. 9.
Haiching, Douglas, Sept. 11.
Kingyuan, B. & S., Sept. 11.
Anshun, B. & S., Sept. 13.
Daviken, Jardine's, Sept. 13.
Kiangsu, B. & S., Sept. 13.
Szechuen, B. & S., Sept. 13.
Haining, Douglas, Sept. 15.
Soochow, B. & S., Sept 15.
Hopsang, Jardine's, Sept. 16.
Cheongshing, Jardine's, Sept. 18.
Sandviken, Jardine's Sept. 20.
Chipshing, Jardine's, Sept. 27.
Kueichow, B. & S., Sept. 29.

TIENTSIN.

Huichow, B. & S., Sept. 10.
Kanchow, B. & S., Sept. 10.
Cheongshing, Jardine's, Sept. 18.
Chipshing, Jardine's, Sept. 27.
Kueichow, B. & S., Sept. 29.

TRIESTE AND VENICE

Gange, Dodwell's, Sept. 9.
Col. di Lana, Dodwell's, Sept. 27.
Cracovia, Dodwell's, Oct. 4.

TSINGTAO.

Sinkiang, B. & S., Sept. 8
Kwaisang, Jardine's, Sept. 9.
Daviken, Jardine's, Sept. 13.
Szechuen, B. & S., Sept. 13.
Soochow, B. & S., Sept. 15.
Hopsang, Jardine's, Sept. 16.
Sarpedon, B.F., Sept. 18
Sandviken, Jardine's Sept. 20.

VANCOUVER, B.C.

Heian Maru, N.Y.K., Sept. 8
Emp. of Japan, C.P.S., Sept. 12.
Ixion, B.F., Sept. 17.
Emp. of Asia, C.P.S., Sept. 25.
Hikawa Maru, N.Y.K., Oct. 6.
Emp. of Canada, C.P.S., Oct. 10.

VICTORIA, B.C.

Emp. of Japan, C.P.S., Sept. 12.
Ixion, B.F., Sept. 17.
Pres. Taft, Dollar, Sept. 20.
Emp. of Asia, C.P.S., Sept 25.
Pres. Jefferson, A.M.L., Oct. 4.
Emp. of Canada, C.P.S., Oct. 10.

VLADIVOSTOCK.

Pembrokeshire, Jardine's, Sept. 11.

WEIHAIWEI.

Huichow, B. & S., Sept. 10.
Sarpedon, B.F., Sept. 18
Kueichow, B. & S., Sept. 29.

"People Who Matter"

PEOPLE WHO MATTER, to the advertiser are the people who can afford to buy his goods. Most of these people buy and read the

Hong Kong Daily Press.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "ASPHALION"

FROM NEW YORK VIA MANILA,

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 5th September.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON, within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 12th September will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 26th September, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

5th September, 1931. [1159

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ.

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, ROTTERDAM, AMSTERDAM, GENOA AND PORTS.

THE Steamship "MEERKERK"

having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Kowloon Godown, whence and/or from the wharves Delivery may be obtained.

Goods not cleared by the 9th September, 1931, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 7th September, 1931, at 10 a.m., at Kowloon Godown, by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
General Agents.

Hong Kong, 3rd Sept., 1931. [1149

NORDDEUTSCHER LLOYD, BREMEN.

THE Motor Ship "TRAVE"

having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

Consignees are further notified that the Motor Ship "TRAVE" has taken at HAMBURG and BREMEN Through Cargo for HONG KONG ex S.S. "FERONIA" and S.S. "STAR" from GOTHENBURG, KOTKA and WIBORG.

All Goods remaining undelivered after the 9th of September, 1931, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ashe, at 10 a.m., on the 8th of September, 1931.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for Countersignature.

MELCHERS & CO.,
Agents:
NORDDEUTSCHER LLOYD, BREMEN.

Hong Kong, 2nd Sept., 1931. [1140

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "VOGTLAND"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th September, 1931, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 10th Sept., 1931, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

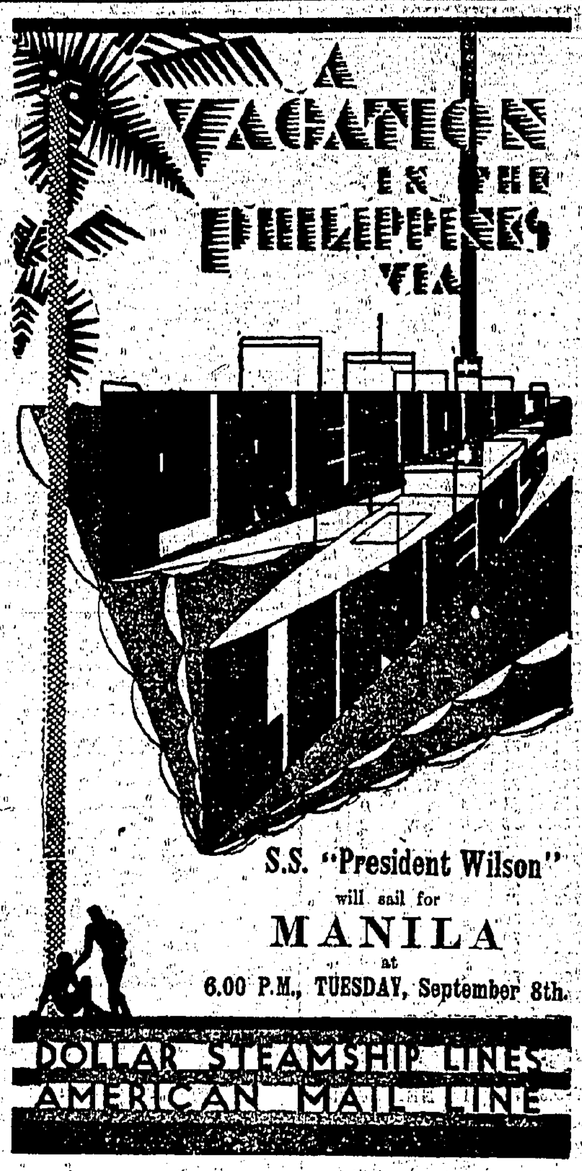
All Claims must reach us before the 25th September, 1931, or they will not be recognized.

No Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

JEBSEN & CO.,
Agents.

Hong Kong, 4th Sept., 1931. [1150



LLOYD TRIESTINO

FORTNIGHTLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE & TRIESTE

Via SINGAPORE, COLOMBO, BOMBAY, ADEN, SUEZ, and PORT SAID. Taking Cargo on through Bills of Lading to Fiume, Genoa, All Italian, Adriatic, Levant, Black Sea and Danube Ports. Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
S.S. "GANGE" (passenger boat) ...	—	9th Sept.
M.V. "COL. DI LANA" (cargo boat).	—	27th Sept.
S.S. "MONCALIERI" (cargo boat) ..	21st Sept.	25th Oct.
* S.S. "CRACOVIA" (passenger boat)..	22nd Sept.	4th Oct.

* Outward Voyage to Shanghai only.

Attention is called to the s.s. "Gange" which will make the voyage Hong Kong/Italy in 24 days, thus allowing London passengers to reach destination in 26 days.

For Freight and Passages apply to:—

DODWELL & CO., LTD., Agents.

THE PERFECT HOLIDAY.

JAVA - BALI

Good hotels in cool mountain resorts.
Good trains, excellent motor-smoothing asphalt roads.
Regular daily air services.
Interesting native life.

HONG KONG—MANILA—MAKASSAR—BALI—SOERABAIA—BATAVIA—HONG KONG.

FARE £44.8/5. Inclusive of Railway and Aeroplane Fares.

You may book with { THOS. COOK / AMERICAN EXPRESS / JAVA-CHINA-JAPAN LIJN

TO BATAVIA—Through Java and Bali back via Macassar.

S.S. "TJISALAK"	S.S. "TJILEBOET"	S.S. "TJISAROEA"
8th September	22nd September	6th October

TO BALI & Soerabaia via Manila & Makassar & back through Java via Batavia.

S.S. "TJIKEMBANG"	M.S. "TJISADANE"
15th September	29th September

TO AMOY AND SHANGHAI.

S.S. "TJISAROEA"	M.S. "TJISADANE"
8th September	17th September

For further particulars apply to:—

JAVA-CHINA-JAPAN LIJN.

York Building. Telephone 23015.

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Sales	Nominal	SATURDAY, SEPT. 5.	Buyers	Sellers	Sales	Nominal
				Banks				
...	...	...	$2,035	H.K. Banks	$2,035	...	...	...
...	...	...	£100	Do. (London) ...	...	...	...	...
...	...	...	£11.16	Chartered Banks ...	...	...	...	£12½
...	...	...	£12	Mercantile Bks. "A"	...	£20½	...	...
...	...	...	£12½	Do. "C"	...	£10	...	...
...	...	...	...	Bank of East Asia...	$135	...	...	...
$134	...	...	...	N. C. & S. Banks ...	$7½	...	...	...
...	...	...	...	**Insurances**				
...	...	...	$1,550	Canton Insurance...	$1,540	...	...	...
$6.10	$6.20	$6.20	...	Underwriters	$6.20	$6.25	...	...
...	...	...	...	North Chinas.....	...	...	...	T160
$557½	...	...	...	Union Insurance...	$558	...	...	...
...	...	...	...	Yangtsze Insurance	...	...	...	$60
...	...	...	$300	China Fires	$750	...	...	...
...	...	...	$1,470	H.K. Fires	$1,425	...	...	...
				Shipping				
...	...	...	$36	Douglases	...	...	...	$23½
...	...	...	$23	Steamboats	...	...	...	$23
...	...	...	$40	Indos (pref.)	...	...	...	$40
...	...	...	$30	Do. (def.)	...	...	...	$30
...	...	...	28/1½	Shell Transports ...	...	...	...	50/6
$28½	...	...	...	Water-boats	$28½	...	...	...
				Mining				
$11½	...	...	...	Benguets.....	$11	...	...	...
...	$2½	...	...	Venzuela Gold Flds.	...	...	...	$2
...	...	...	27/6	Kailans	...	...	...	30/-
...	...	...	...	Langkats (comb.) ...	...	...	...	T.13
...	...	...	$4.95	Do. (single) ...	...	...	...	$3½
...	...	...	T1.65	Explorations.....	...	...	...	T1.85
...	...	...	T.4½	Shanghai Loans ...	...	...	...	T4.30
$41	...	...	$41½	Raubs	$40	$41	...	...
...	...	...	...	Tronoh Mines	...	...	...	11/-
				Docks, Wharves, Godowns, etc.				
$164½	...	...	...	H.K. & K. Wharfs...	$164½	...	...	...
$6.60	...	...	...	Providents (old) ...	$6.70	$6.75	...	...
$3.20	...	...	...	Do. (new) ...	$3.20	...	$3.25	...
...	...	...	$28	H.K. Docks	$28	$30	...	...
...	...	...	$10	S. China Motors "A"	...	...	...	$10
$10½	...	...	...	Do. "B"	...	...	...	$10
...	...	...	T.106	Shanghai Docks ...	...	...	...	T.106
...	...	...	T6.10	New Engineerings ...	...	...	...	T6.10
...	...	...	T.270	Hongkews	...	...	...	...
				Lands, Hotels, and Buildings				
$16½	$17.10	$17.20	...	H.K. Hotels (old) ...	$17.20	...	$17.25	...
$16½	$16.60	$16.55	...	Do. (new) ...	$16.50	$16.65	$16.55	...
$91½	$92	91½/4	...	H.K. Lands	...	$92	91.65/92	
...	...	...	$41½	Shanghai Lands ...	...	...	...	...
...	$17½	...	...	H.K. Realtys	$17.60	...	$17.65	...
$22½	...	$22½	...	Humphreys (old) ...	$22½	$23	22½/23	...
$22½	...	...	...	Do. (new)...	$21.85	...	...	...
$94	...	...	...	Chinese Estates ...	...	...	...	...
				Cotton Mills				
T.15	...	...	...	Ewos	...	T16.40	...	...
...	...	...	T.105	S'hai Cottons.....	...	T.104	...	...
T.12	...	...	...	Zoong Sings	T.12	...	...	...
				Public Utilities				
...	...	$28	...	Tramways	$22.85	$23	...	...
$14½	...	...	...	Peak Trams (old)...	$14½	...	$14½	...
36.35	...	...	...	Do. (new)...	37	...	...	...
$95	...	$95	...	Star Ferries	$95½	...	...	...
$26½	...	...	...	Yaumati Ferries ...	$26	...	...	...
$29.40	$29.60	29.45/.60		China Lights	$29½	$29.80	29.40/.75	
$83½	...	$83½	...	H.K. Electrics	$83½	...	83½/84	...
...	...	...	$23	Macao do.	...	...	...	...
...	...	...	$12	Sandakan Lights ...	...	...	...	...
...	...	...	$46	Telephones (fully pd.)	...	...	...	...
$35½	...	...	...	Do. (part pd.)	$35½	...	$36	...
...	...	...	T17.60	China Buses	...	...	...	...
...	...	...	3.9	Tractions	...	...	...	7/-
...	...	...	19/-	Do. (pref.).....	...	...	...	...
				Industrials				
$0.50	...	...	...	China Sugars	...	...	...	...
...	...	...	$39	Malabon Sugars ...	...	...	...	$57
...	...	...	T.14	Caldbeck, (ord.)	...	...	...	...
...	...	...	T.10½	Macgregors (pref.)	...	...	...	...
$8.10	...	...	...	Canton Ices	$8	$8.40	...	...
$20.40	$20.60	$20½	...	Cements (comb.)...	$20.55	...	$20.55	...
...	...	...	$13½	Do. (old)...	...	...	...	$15
...	...	...	$6	Do. (new)...	$5½	...	...	...
$22	...	$22½	...	Ropes	$22½	$20½	$20.45	...
				Miscellaneous				
...	$34	34/.10	...	Dairy Farms	$33½	$33.90	$33½	...
...	...	...	$1	Der A. Wings.....	...	...	...	...
$20.50	...	...	...	Amusements (old) ...	$26½	...	...	...
...	...	...	$23	Do. (new) "A"	$23½	...	...	...
...	...	...	$22.80	Do. (new) "B"	$23	...	...	...
$15	...	...	...	Ch. E'tainments (old)	$15½	...	...	...
...	...	...	$15	Do. (new)	...	...	...	$15½
...	...	oum r.	$13½	Constructions	$14½	...	$14.75	...
$1	rights	...	...	Do.	...	...	...	...
$8.15	...	...	...	Lane Crawfords(old)	$8	...	...	...
$7.70	...	...	...	Do. (new)	$7½	...	...	...
...	...	...	$19	Mackintoshs	...	...	...	...
$18½	...	...	...	Nanyang Tobacco....	$4.20	...	...	...
...	$18½	...	...	Sinceres	$18½	...	...	...
...	...	...	$3.60	Watsons	...	...	...	$18.60
...	...	...	$13½	Wm. Powells	...	...	...	$3.80
72/-	...	...	...	S. C. Enterprises ...	...	...	...	$13
...	...	5½/-	prem.	B. Ind. G.S Bonds...	73/-	...	...	...
				H.K. Govt. Loans...	$105½	...	...	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS. From G.P.O.	WEEK DAYS. From Sheungwan Branch P.O.	SUNDAYS & HOLIDAYS. From G.P.O.	SUNDAYS & HOLIDAYS. From Sheungwan Branch P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.00 a.m. 7.00 p.m.	7.15 a.m. & 5.00 p.m.	7.00 a.m. & 7.00 p.m.
Samshui and Wuchow (By direct steamer)	4.00 p.m.	4.00 p.m.	4.00 p.m.	9.00 a.m.
Macao & Tsinshan	7.15 a.m. & 1.15 p.m.	7.30 a.m. 1.30 p.m.	8.15 a.m. & 1.15 p.m. Sundays only	8.30 a.m. & 1.30 p.m. Sundays only
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.	5.00 p.m.	6.00 p.m.
Kaukong (except Saturdays).		6.00 p.m.		6.00 p.m.
Fatshan and Wuchow (By Train)	7.15 a.m.		7.15 a.m.	
Tai O	1.00 p.m.		11.00 a.m.	
Tai Po	9.00 a.m. & 3.00 p.m.		9.00 a.m.	
Shumchun	9.00 a.m. & 3.00 p.m.		11.00 a.m.	
Cheungchow	1.00 p.m. & 5.00 p.m.		11.00 a.m. & 5.00 p.m.	
Aberdeen	8.00 a.m.		8.00 a.m.	
Stanley	12.30 p.m.		11.00 a.m.	
Autau	8.30 a.m.		8.30 a.m.	
Pingshan, Santin Shatin, Shatszkok and Sheungshui	3.00 p.m.		10.30 a.m.	
Saikung	4.30 p.m.		10.30 a.m.	
Namtau, Shektsi & Taiping (Fanling)		7.00 p.m.		7.00 p.m.

FOREIGN MAILS

POSTAL RATES.

Letters.	Local	3 cts.
	China and Macau	4 cts. per oz.
	British Empire (except via Siberia) ...	12 cts.
	Foreign Countries and British Empire via Siberia	20 cts. first oz. 10 cts. each succeeding oz.
Postcards.	Local, China and Macau	2 cts. each
	All other places	8 cts. each

The Registration fee is in each case 20 cents.

Letters and postcards for Europe and South America are forwarded "via Siberia" if so superscribed.

Letters for Europe via Siberia intended for transmission by Airmail from Shanghai to Manchouli must be posted over the counter of the G.P.O. or Kowloon Branch Post Office where full particulars of the Airmail service can be obtained.

Times of closing Shanghai-Manchouli Airmails are advertised on the Outward Mail list below.

INWARD MAILS.

FROM	PER	DUE
AUSTRALIA and MANILA	*Taiping*	6th Sept.
SHANGHAI and SWATOW	*Kiangchow* ...	8th Sep.
CALCUTTA and STRAITS	*Sirdhana*	9th Sept.
MANILA	*Emp. of Japan* ...	9th Sept.
EUROPE via SUEZ (Letters and Papers, London, 13th Aug., and Parcels, 6th Aug.)	*Mantua*	10th Sept.
JAPAN and SHANGHAI	*Cathay*	11th Sept.
U.S.A., CANADA, JAPAN and SHANGHAI (Seattle, 22nd August)... ...	*Pres. Taft* ...	11th Sept.
JAPAN and SHANGHAI	*Sphinx* ...	15 h Sept.
CANADA, U.S.A., JAPAN, and SHANGHAI (Vancouver B.C., 29th Aug.)	*Empress of Asia* .	16th Sept.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 22nd Aug.) ...	*Shinyo Maru* ...	18th Sept.
U.S.A., HONOLULU, JAPAN and SHANGHAI (San Francisco, 21st August...	*Pres. Fillmore* ...	19th Sept.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

FOR	PER	DATE and TIME
		Tuesday, 8th, *Kowloon P.O.* 11.00 A.M. *G.P.O.* 10.30 A.M. 10.30 A.M.
Shanghai, and *EUROPE via Siberia and Ordinary Letters only for EUROPE superscribed "Via Siberia: Air Mail Shanghai—Manchouli"	*Menesthews* ...	Parcels Noon Letters 1.00 P.M. 1.00 P.M.
Java via Batavia	*Tjisalak* ...	
*Straits and Calcutta	*Talma*	
Swatow, Amoy and Foochow	*Haiyang*	
		Wednesday, 9th, 10.30 A.M.
Swatow	*Kwaisang* ...	Parcels Noon Letters 1.00 P.M. 1.30 P.M.
*Straits and Calcutta	*Kumsang* ...	
Sandakan	*Mausang* ...	
Straits, Ceylon, India, Mauritius, East and South Africa, Aden and Egypt ...	*Ganges*	4.00 P.M.
Samshui and Wuchow	*Kochow*	4.00 P.M.
Manila	*Pres. Wilson* ...	4.30 P.M.
Amoy and Formosa	*Canada Maru* ...	5.00 P.M.
Hoihow, Pakhoi and Haiphong ...	*Soviken* ...	5.00 P.M.
Amoy	*Tai Yuen* ...	5.00 P.M.
		Thursday, 10th, 12.30 P.M.
Manila	*Bellerophon* ...	
		Friday, 11th, 10.30 A.M. 1.00 P.M.
Hoihow, Pakhoi and Haiphong	*Kiumgchow* ...	
Swatow, Amoy and Foochow... ...	*Hutching* ...	
		Kowloon P.O. Par. 11th, 4.30 P.M. Reg. 12th, 9.00 A.M. Letters 10.00 A.M. *G.P.O.* Par. 11th, 5.00 P.M. Reg. 12th, 9.45 A.M. Letters 10.30 A.M.
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 9th October	*Cathay*	
		Friday, 11th, Parcels 5.00 P.M. Reg. 12th, 9.45 A.M. Let. 9.30 A.M.
Shanghai, *Japan, Canada, U.S.A., C. and South America and *EUROPE via Vancouver, B.C.—due Vancouver, B.C., 27th Sept., and *EUROPE via Siberia	*Emp. of Japan* ...	
		Saturday, 12th, 10.00 A.M.
Japan and *South American Ports ...	*Bokuyo Maru* ...	
		Tuesday, 15th, Parcels 10.00 A.M. Reg. 11.45 A.M. Letters 12.30 P.M.
Shanghai, Japan Honolulu, U.S.A., *Canada, Central and South America and *EUROPE via San Francisco —due San Francisco, 6th October	*Pres. Wilson* ...	
		Kowloon P.O. Reg. 1.00 P.M. Letters 1.30 P.M. *G.P.O.* Reg. 1.45 P.M. Letters 2.30 P.M.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Egypt and EUROPE via Marseilles—due Marseilles, 15th October	*Menelaus* ...	
		Kowloon P.O. Reg. 10.00 A.M. Letters 1.00 P.M. *G.P.O.* Reg. 1.15 P.M. Letters 2.00 P.M. 2.10 P.M.
Saigon, *Straits, Ceylon, India, Mauritius, E. and S. Africa, *Egypt and *EUROPE via Marseilles—due Marseilles, 17th October	*Sphinx*	
Swatow, Amoy and Foochow	*Hai Ning* ...	
		Kowloon P.O. 15th. 4.30 P.M. *G.P.O.* 16th, 8.30 A.M.
Ordinary Letters only for EUROPE superscribed "Via Siberia: Air Mail Shanghai—Manchouli"...	*Tatsuta Maru* ...	
Shanghai, Japan, Honolulu, U.S.A., *Canada, C. and S. America, and *EUROPE via San Francisco—due San Francisco, 7th October, and *EUROPE via Siberia	*Tatsuta Maru* ...	Reg. 15th, 5.00 P.M. Let. 16th, 8.30 A.M.
		Thursday, 17th,
Manila	*Empress of Asia* ...	3.30 P.M.

*Superscribed correspondence only.

CHINA NAVIGATION
COMPANY, LIMITED.

Amoy & Shanghai	"KWANGTUNG"	On 8th Sept.,	D.L.
Swatow, Foochow, Shanghai, Newchwang & Dalny	"CHENAN"	On 8th Sept.,	4 p.m.
Swatow, Shanghai & Tsingtao	"SINKIANG"	On 8th Sept.,	4 p.m.
Amoy & Shanghai	"TAIYUAN"	On 9th Sept.,	5 p.m.
Foochow, Weihaiwei, Chefoo & Tientsin	"HUICHOW"	On 10th Sept.,	3 p.m.
Ningpo, Shanghai, Chefoo & Tientsin	"KANCHOW"	On 10th Sept.,	5 p.m.
Hoihow, Pakhoi & Haiphong	"KIUNGCHOW"	On 11th Sept.,	Noon
Swatow & Shanghai	"KINGYUAN"	On 11th Sept.,	3 p.m.
Amoy, Swatow & Singapore	"ANSHUN"	On 13th Sept.,	8 a.m.
Swatow, Shanghai & Tsingtao	"SZECHUEN"	On 13th Sept.,	3 p.m.
Swatow & Bangkok	"KIANGSU"	On 13th Sept.,	4 p.m.
S'hai., Newchwang & Dalny	"CHINHUA"	On 14th Sept.,	5 p.m.
Swatow, Shanghai & Tsingtao	"SOOCHOW"	On 15th Sept.,	3 p.m.
Amoy & Shanghai	"TSINAN"	On 17th Sept.,	D.L.
Hoihow, Pakhoi & Haiphong	"KINGYUAN"	On 25th Sept.,	Noon
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"KUEICHOW"	On 29th Sept.,	3 p.m.

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STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
Taifine	8th Sept.	15th Sept.	18th Sept.	4th Oct.
Changte	9th Oct.	20th Oct.	23rd Oct.	8th Nov.
Taiping	6th Nov.	17th Nov.	20th Nov.	6th Dec.
Changte	11th Dec.	18th Dec.	21st Dec.	6th Jan.

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M.S. "Annam" ...	—	9th September
M.S. "Danmark" ...	—	23th September
M.S. "Java" ...	1st Oct.	1st Nov.
M.S. "Malaya" ...	28th Oct.	28th Nov.
M.S. "Afrika" ...	29th Nov.	29th Dec.

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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	SEPTEMBER 6, 1931. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millibars	Temperature	Tendency	Wind Direction	Wind Force (Beaufort Scale)	Weather (Beaufort)	SEPTEMBER 7, 1931. Hong Kong Standard Time	Barometer at Sea Level Inches	Barometer at Sea Level Millibars	Temperature	Tendency	Wind Direction	Wind Force (Beaufort Scale)	Weather (Beaufort)
Wladivostock	12	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...
Nemuro	11	29.78	756.3	...	...	NNE	1	...	5	29.78	755.0	...	...	SSE	1	...
Hakodate	"	29.80	757.0	...	...	S	1	...	"	29.76	756.0	...	...	...	0	...
Tokio	"	29.80	757.0	...	...	N	1	...	"	29.86	758.5	...	...	NNW	1	...
Kochi	"	29.82	757.5	...	...	S	1	...	"	29.78	756.5	...	...	...	0	...
Nagasaki	"	29.84	758.0	...	...	NE	1	...	"	29.80	757.0	...	...	...	0	...
Kagoshima	"	29.80	757.0	...	...	...	0	...	"	29.75	755.5	...	...	NW	1	...
Oshima	"	29.78	756.5	...	...	NNE	1	...	"	29.78	756.0	...	...	...	0	...
Naha	"	29.76	756.0	...	...	ENE	1	...	"	29.73	755.0	...	...	...	0	...
Ishigakijima	"	29.72	755.0	...	...	NNE	2	...	"	29.73	755.0	...	...	...	0	...
Bonin Island	"	29.88	759.0	...	...	SE	1	...	"	29.86	758.5	...	...	SE	2	...
Chefoo	15	29.88	758.9	78	...	NE	1	b	6	29.88	758.9	64	...	S	1	b
Shanghai	14	29.59	759.8	72	6	E	2	r	"	29.88	758.8	70	4	ENE	2	o
Gutzlaff	"	29.90	759.4	69	...	NE	4	r	"	29.90	759.4	72	...	NE	4	o
Wenchow	"	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...
Foochow	"	29.76	755.2	84	3	S	2	b	7	29.80	756.9	80	6	N	2	o
Amoy	"	...	...	...	...	...	...	...	6	...	...	...	...	...	...	...
Swatow	"	29.82	757.3	83	...	SSW	2	o	"	...	...	...	...	...	...	...
Taihoku	11	29.76	755.9	91	...	...	0	o	5	29.75	755.6	74	...	...	0	bc
Taichu	"	29.77	756.1	91	...	...	0	be	"	29.76	755.9	76	...	...	0	o
Tainan	"	29.76	755.9	91	...	SW	2	bo	"	29.78	755.9	76	...	E	2	o
Koshun	"	29.76	755.9	91	...	...	0	o	"	29.74	755.6	76	...	...	0	o
Pescadores	"	29.76	755.9	88	...	SSW	4	o	"	29.72	754.9	81	...	SE	4	o
Hong Kong	14	29.66	753.2	87	6	SW	3	bc	6	29.67	753.6	79	5	WNW	1	op
Gap Rock	"	29.69	754.1	83	7	SW	4	o	"	29.66	753.3	82	7	WSW	5	o
Macao	"	29.65	753.0	88	4	W	4	c	"	29.61	752.0	79	4	WNW	2	o
Hoihow	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Pratas Island	"	29.72	754.9	86	8	WSW	3	bc	6	29.72	754.9	81	6	SSW	4	o
Phulien	15	29.69	754.0	88	8	SSE	2	o	7	29.69	754.0	77	8	NNE	2	b
Tourane	"	29.68	753.8	88	8	NNW	4	o	"	29.69	754.2	81	8	WNW	2	o
Cape St. James	"	29.79	756.6	88	7	S	2	bc	"	29.80	756.8	79	6	WSW	2	b
Basco	14	29.69	754.0	86	8	WNW	4	o	6	29.72	754.8	81	6	...	0	o
Aparri	"	29.71	754.6	86	4	N	4	o	"	29.74	755.4	76	6	SW	2	o
Tuguegarao	"	...	...	...	...	...	...	...	"	29.74	755.4	77	4	...	0	bc
Vigan	"	...	...	...	...	...	...	...	"	29.75	755.5	76	8	...	0	bo
Manila	"	29.71	754.6	91	8	WSW	4	bc	"	29.77	756.1	76	8	...	0	t
Legaspi	"	29.74	755.5	86	8	SW	4	bo	"	29.76	755.9	77	6	...	0	b
Calboyog	"	...	...	...	...	...	...	...	"	29.80	756.8	76	8	N	2	b
Tacloban	"	...	...	...	...	...	...	...	"	29.80	757.0	79	8	...	0	b
Iloilo	"	29.73	755.2	88	6	SW	4	o	"	29.77	756.1	79	8	...	0	o
Cebu	"	...	...	...	...	...	...	...	"	29.78	756.3	79	8	...	0	b
Surigao	...	29.72	755.0	91	8	W	2	o	"	29.79	756.6	76	6	...	0	bo
Saipan	11.00	...	...	...	...	...	...	...	5	...	...	...	...	...	...	...
Guam	12.22	29.79	756.6	...	6	S	2	bc	4.22	...	...	...	...	...	...	...
Yap	11.00	29.80	757.0	...	6	NE	3	bc	5	29.85	758.2	...	6	N	2	bc
Palew	"	...	...	...	...	...	...	...	"	...	...	...	...	...	...	...
Labuan	14	29.94	760.6	83	6	N	6	bc	6	29.89	759.3	76	1	NE	6	bc

September 6d. 17h. 35m.—Warning to Hong Kong, Coast Ports, &c.:—Typhoon of unknown intensity within 120 miles of Lat. 23° N. Long. 127° E., stationary or very slow.

September 7d. 10h. 45m.—Warning to Hong Kong, Coast Ports, &c.:—Typhoon in Lat. 24° N. Long. 131° E., position uncertain, direction unknown.

September 7d. 10h. 56m.—The position of thetyphoon is uncertain. It appears to be between 200 and 300 miles S.E. of Naha.

Pressure is low over S. China and the N.W. China Sea.

Manila warning, 6d. 16h. 00m.:—Typhoon E. of Bashi Channel direction unknown. Recd. 6d. 16h. 32m.

Shanghai warning, 6d. 21h. 12m.:—Typhoon of unknown intensity within 120 miles of Lat. 22° N. Long. 128° E., moving W.N.W. Recd. 6d. 23h. 41m.

Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0.30 inch. Total since January 1, 66.14 inches, against an average of 68.16 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON SEPTEMBER 9.

District.	Forecast
1.—Shanghai to Turnabout	North or variable winds, moderate; fair generally.
2.—Turnabout to Hong Kong	Southerly winds, moderate; generally cloudy, rain.
3.—Hong Kong to Gap Rock	S.W. or variable winds; cloudy, showery.
4.—Hong Kong to Hainan Straits	S.W. or variable winds; cloudy, showery.
5.—North China Sea	None.

B. D. EVANS—*First Assistant.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, September 7.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.67	29.72	29.65
Temperature	86	83	85
Humidity	77	91	78
Wind—			
Direction	SW	SW	West
Force	3	1	3
Weather	BC	CM	BC
Rain	0.03	0.00	0.30

Highest open-air Temperature, 6: 87
Lowest open-air Temperature, 7: 79

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

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HONG KONG TIDE TABLE.

From September 8 to 14, 1931.

Days of Week	Date of Month	High Water: Hong Kong Standard Time	High Water: Height	Low Water: Hong Kong Standard Time	Low Water: Height
		h. m.	ft. in.	h. m.	ft. in.
Tues.	8	04 38	6 4	13 07	1 2
		21 25	4 3	23 20	4 0
Wed.	9	05 11	6 9	—	—
		21 16	4 5	13 50	0 9
Thur.	10	07 20	7 4	00 40	3 9
		21 26	4 9	14 30	0 6
Fri.	11	08 15	7 7	01 32	3 4
		21 45	5 2	15 06	0 6
Sat.	12	09 05	7 9	02 26	2 9
		22 10	5 7	15 40	0 8
Sun.	13	09 53	7 7	03 15	2 4
		22 35	5 9	16 15	1 2
Mon.	14	10 41	7 2	04 00	2 0
		23 05	6 1	16 49	1 6

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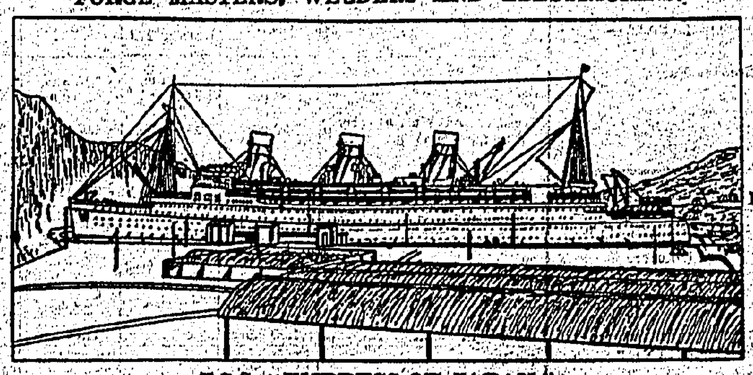

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hong Kong.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"KWAISANG"	Wed., 9th Sept., at Noon
	"DAVIKEN"	Sun., 13th Sept., at Noon
	"HOPSANG"	Wed., 16th Sept., at Noon
	"SANDVIKEN"	Sun., 20th Sept., at Noon
SINGAPORE, PENANG & CALCUTTA ...	"KUMSANG"	Wed., 9th Sept., at 3 p.m.
	"SUISANG"	Mon., 21st Sept., at 3 p.m.
	"KUTSANG"	Thurs., 8th Oct., at 3 p.m.
OSAKA via AMOY, S'HAI & KOBE ...	"KUTSANG"	Fri., 18th Sept., at 7 a.m.
OSAKA via AMOY & KOBE ...	"HOSANG"	Fri., 25th Sept., at 7 a.m.
	"YUKNSANG"	Wed., 7th Oct., at 7 a.m.
SANDAKAN ...	"MAUSANG"	Wed., 9th Sept., at 2 p.m.
	"YUSANG"	Mon., 14th Sept., at Noon
	"HINSANG"	Sun., 20th Sept., at 3 p.m.
TIENTSIN via SWATOW, FOOCHOW & CHEFOO	"CHEONGSHING"	Fri., 18th Sept., at Noon
	"CHIPSHING"	Sun., 27th Sept., at Noon

SUMMER TRIPS TO JAPAN.—Excellent First Class Accommodation on Through Steamers from CALCUTTA to JAPAN at the Specially Reduced Return Fare of $225.00 to KOBE. These Return Tickets are available for Three Months.

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Steamship	"PEMBROKESHIRE" ...	11th September
Steamship	"GLENIFFER" ...	9th October
Motor Vessel	"GLENOGLE" ...	23rd October
Motor Vessel	"GLENBEG" ...	6th November

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Freight	M.S. "Saale" *	departure	11th Sept.
Pass.	M.S. "FULDA" †	departure	19th Sept.
Freight	M.S. "Trave" *	departure	6th Oct.
Pass.	S.S. "TRIER"	departure	17th Oct.
Freight	M.S. "Havel" *	departure	4th Nov.

* Calling at London. † Calling at Lisbon.

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Freight steamers sailing via Singapore and Ports to Marseilles, Gran, Amsterdam, Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers JAPAN & N. CHINA (Freight strs.

Pass.	S.S. "TRIER"	due here	23rd Sept.
Freight	M.S. "Havel"	due here	2nd Oct.
Pass.	S.S. "DERFFLINGER" ...	due here	19th Oct.
Freight	S.S. "Main"	due here	31st Oct.
Pass.	S.S. "SAARBRUECKEN" ...	due here	17th Nov.

HONG KONG—NEW GUINEA

Next sailing to RABAUL and Ports,
S.S. "BREMERHAVEN" on about 10TH OCT., 1931.

MELCHERS & CO.,
AGENTS, HONG KONG.
Telephone 26878. 8, Chater Road. Queen's Building.
Canton Agents: JEBSEN & CO., SHAMEEN B.C.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

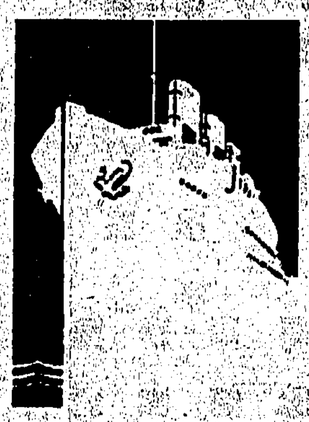
HAIYANG	... ...	Tuesday,	the 8th Sept., at 2 p.m.
HAICHING	... ...	Friday,	the 11th Sept., at 2 p.m.
HAINING	... ...	Tuesday,	the 15th Sept., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) and Return by the same Steamer at the Reduced Rate of $56.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Managers.

SPEED TO CANADA U.S.A. AND EUROPE IN A 5 ROOM APARTMENT



To size and speed New Empresses add an unusual luxury—

—SPACE—

Five Room Apartments Living room, Bedrooms, Sunroom Bath, Foyer — typical of Empress Liners Similar living comforts, extraordinary conveniences are found in one and two room apartments—all appointments throughout attest the unique service on

"Empresses"

LARGEST and FASTEST SHIPS on the PACIFIC

TOURIST EMPRESS SERVICE offers special accommodation, pleasant decks, open air swimming pools, airy staterooms with real beds, hot and cold RUNNING water, spacious public rooms, BEST OF FOOD with varied menus and exceptional service throughout.

	Hong Kong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
Empress of Japan	Sept. 12	Sept. 15	Sept. 17	Sept. 19	Sept. 27
Empress of Asia	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
Empress of Canada	Oct. 10	Oct. 13	Oct. 15	Oct. 17	Oct. 25
Empress of Russia	Oct. 23	Oct. 26	Oct. 29	Oct. 31	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 11	Nov. 14	Nov. 22

"Empress of Russia" and "Empress of Asia" call at Nagasaki.

Empress of Asia

Sails for

MANILA

THURSDAY, 17th September.

For passengers wishing to travel economically on a limited budget to Canada, U.S.A. or Europe, it will be well worth while to ask about the new

TOURIST CABIN SERVICE.

For further information please apply to:

Canadian Pacific

Telephones: Passenger 20752. Freight 20042.

Cable Address: CANANPAC: Passenger Dept. NAUTILUS: Freight Dept.

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REDUCE THROUGH TICKETS To EUROPE via U.S.A.

VARYING From £79 To £120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TATSUTA MARU ... ... Wednesday, 16th Sept.
ASAMA MARU ... ... Wednesday, 30th Sept.

SEATTLE, VANCOUVER via Shanghai & Japan Ports.

HEIAN MARU ... ... Tuesday, 8th Sept.
HIKAWA MARU ... ... Tuesday, 6th Oct.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.

TERUKUNI MARU ... ... Saturday, 19th Sept.

SYDNEY & MELBOURNE via Manila & Ports

ATSUTA MARU ... ... Saturday, 26th Sept.
KAMO MARU ... ... Saturday, 24th Oct.

BOMBAY via Singapore, Penang & Colombo.

KAGA MARU ... ... Friday, 11th Sept.
† YAMAGATA MARU ... ... Monday, 14th Sept.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.

BOKUYO MARU ... ... Saturday, 12th Sept.

NEW YORK, BOSTON via PANAMA.

† ASUKA MARU ... ... Tuesday, 8th Sept.
† TOBA MARU ... ... Tuesday, 29th Sept.

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.

† LYONS MARU ... ... Sunday, 13th Sept.

CALCUTTA via Singapore, Penang & Rangoon.

† BENGAL MARU ... ... Tuesday, 8th Sept.
† CALCUTTA MARU ... ... Tuesday, 15th Sept.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU (Nagasaki direct) ... Friday, 18th Sept.

† Cargo only.

For further information, apply to—

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Telephone 30291. (Private exchanges to all Depts.) [7

MM MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS
Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.		To Yokohama via Shanghai and Kobe.	
SPHINX ...	15th Sept.	CHENONCEAUX ...	15th Sept.
PORTHOS ...	29th Sept.	ATHOS II ...	29th Sept.
CHENONCEAUX	13th Oct.	D'ARTAGNAN	13th Oct.
ATHOS II ...	27th Oct.	ANDRE LEBON	28th Oct.
D'ARTAGNAN	10th Nov.	FELIX ROUSSEL	11th Nov.
ANDRE LEBON	24th Nov.	G. METZINGER	25th Nov.
FELIX ROUSSEL	8th Dec.	SPHINX ...	9th Dec.
G. METZINGER	22nd Dec.	PORTHOS ...	23rd Dec.

We can issue Through Tickets to EGYPT, SYRIAN PORTS, EAST AFRICA, MADAGASCAR by Transhipment on our Mail Steamers at PORT-SAID, or DJIBOUTI.

COMMERCIAL LINE

For DUNKIRK via PORT-SAID, ORAN, CASABLANCA, HAMBURG, ROTTERDAM, (ANTWERP).

For Full Particulars, apply to—

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Telephone: 16681. [5

Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 14,457 TONS; THROUGH CARGO 19,916 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for H.K.	Through Ports
British		
Menestheus, Liverpool	1,200	2,500
Bellerophon, Kobe	—	2,363
Taiyuan, Shanghai	150	400
Huichow, Tongku	1,980	—
Kwaisang, Canton	1	156
Haiyang, Foochow	200	—
Haldis, Hoihow	2,760	—
	6,291	5,421
American		
Golden Wall, Los Angeles	732	2,022
Golden Horn, Hondagua	1	3,114
	733	5,136
Dutch		
Tjisalak, Dairen	—	1,750
	—	1,750
Danish		
Clara Jebsen, Saigon	2,600	—
	2,600	—
Norwegian		
Hirundo, Bangkok	1,142	—
	1,142	—
Japanese		
Asuka Maru, Kobe	530	1
Paling Maru, Canton	—	70
Deli Maru, Takao	390	450
Kine Maru, Canton	5	100
Kanan Maru, Dairen	760	3,723
Canada Maru, Batavia	1,500	3,265
	3,185	7,609
Chinese		
Tehekam, Hoihow	405	—
Cheung On, Shanmei	86	—
Tak Hing, Autow	15	—
	506	—
Total	14,457	19,916

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ended at 9 a.m. yesterday were:—

	Arr.	Dep.
British	9	9
American	2	0
Dutch	1	1
Danish	1	1
Norwegian	2	1
Japanese	10	3
Chinese	3	1
Total	28	16

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Menestheus (Br.) Liverpool	23
Taiyuan (Br.) Shanghai	75
Kwangtung (Br.) Canton	9
Huichow (Br.) Tongku	47
Haiyang (Br.) Foochow	116
Haldis (Br.) Hoihow	8
Tjisalak (Dutch) Dairen	107
Clara Jebsen (Dan.) Saigon	237
Hirundo (Norw.) Bangkok	57
Deli Maru (Jap.) Takao	31
Cheung On (Chi.) Shanmei	60
Tak Hing (Chi.) Autow	77
Total	1,037

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin.—Tamar.
North Wall.—Oswald.
South Wall.—Phoenix.
North Arm.—Seraph, Sepoy, Stormcloud, Serapis.
West Wall (Dock).—Orpheus.
No. 13 Buoy.—Sterling.

Foreign Men of War.—French Regulus and Argus, U.S.S. Mindanao.

SHIPS IN HARBOUR.

The following merchant vessels were in harbour yesterday:—

Wharves:—Kowloon: Sumatra Maru, Asuka Maru; Holt's: Asphalion; O.S.K.: Hozan Maru.

Docks:—Kowloon: Japanese Prince, Limchow, Bokuyo Maru, Fooshing, Yei Maru, Michael Jebsen; Taikoo: Soochow, Hong Kheng, Themius, Zuisho Maru, Shun Chih, Tatsuta Maru.

Buoys:—A3 Tjimanoek, A4 Bellerophon, A5 Canada Maru, A6 Hoian Maru, A7 Taybank, A8 Golden Horn, A9 Sing Kee, A10 Chung Hwah, A11 Tjisalak, A12 Tjisaroea, A14 Jebshun, B2 Kwaisang, B3 Huichow, B8 Bintang, B14 Kwangtung, B16 Clara Jebsen, B17 Kanan Maru, B21 Taiyuan, B22 Mausang, B23 Kine Maru, C1 Hirundo, C5 Helikon.

MARINE MUSEUM FOR NEW YORK.

MODELS OF SHIPS, ENGINES AND INSTRUMENTS.

New York's first permanent exhibition of the development of land and sea transportation from their beginnings to the present day, comprising hundreds of exact scale models of ships, trains, wagons, automobiles and other conveyances, together with numerous historic originals and replicas, was opened May 25 at the Museum of Science and Industry, 220 East 42nd street.

More than 60 ship models in the marine division illustrate the evolution of water transportation from the galley of Ancient Egypt to the fastest ocean liner of to-day. Galleys are represented with three models showing a typical Egyptian oar and sail vessel of 1500 B.C., a Phoenician ship of 800 B.C., and a Greek ship of 400 B.C. Western Europe's early contributions to the development of ships is presented in models of a representative Viking ship of the 9th to 11th Century; a Norman ship of about 1200 A.D. and a Venetian ship of the period 1300 to 1500 A.D.

The Yankee Clippers.

America's contribution to the development of sailing vessels, the famous Yankee clipper ships of the 1850's, is shown in detailed models which include the fastest of the American clipper fleet, the famous *Flying Cloud* which made the trip around the Horn to San Francisco in 89 days.

A series of models starting with the *Savannah*, the first steam propelled vessel to cross the Atlantic, Robert Fulton's *Claremont*, and others through to the *Bremen*, present holder of the transatlantic speed record, demonstrate the rise and growth of steam navigation. Inland water navigation is represented in models of the Mississippi River type of passenger steamer, including a model of the *Robert L. Lee*, which took part in the famous race with the Natches. Miniatures are also shown of the present day stern-wheel vessel, of tow boats and modern open and covered barges. The Great Lakes region is represented by a sectioned model of the largest of the Lake passenger vessels, the *Greater Detroit*.

$25,000 Model of Ship.

Of special interest is the display of marine machinery whereby the outstanding advances in marine engine development are portrayed by nine specially made operating models revealing the principles of the oscillating engine, the vertical reciprocating engine and others through to the latest turbo-electric and Diesel-electric drives.

Other items of interest in the marine division are the $25,000 model of the 17th Century British *Sovereign of the Seas*, considered a masterpiece of the model makers art, a model of the *Constitution* together with models of Commodore Perry's flagship *Niagara*, which

(*Continued on previous Column.*)

took part in the Battle of Lake Erie, and the whaling ship *Cortes*, complete in every detail.

Many historical items are included, such as the Patent Office model of John Ericcson's original propeller, and the small half-model of the *Monitor* made by Ericson himself. Specialties in naval architecture are also shown in representative displays of dredge vessels, cable restorers and ice patrol steamers. The division also contains many examples of maritime instruments.

[From the Bulletin of the American Bureau of Shippin.]

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AGENTS FOR

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AMERICAN & ORIENTAL LINE.

M.V. "TAYBANK" ... ...Boston, New York & Baltimore ... ... 9th September
M.V. "TWEEDBANK" ...Boston, New York & Philadelphia ... ... 7th October

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... ... 28th October

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolleth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply—

Telephone: 27791. [6

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
"CATHAY"	15,000	12th Sept., Noon	Bombay, Marseilles & London
"GARBETA"	5,300	16th Sept.	Straits, Colombo & Bombay.
§‡"SOUDAN"	6,800	18th Sept.	Mars., Havre, L'don., H'bg., B'dm. & A'werp.
†"KALYAN"	9,000	26th Sept.	Mars., L'don., B'dm., A'werp. & Hull
"MIRZAPORE"	6,700	6th Oct.	Straits, Colombo & Bombay.
"MANTUA"	11,000	10th Oct.	Marseilles and London.
†"KASHMIR"	9,000	24th Oct.	Mars., L'don., B'dm. & A'werp.
†‡"BURDWAN"	6,500	31st Oct.	Mars., Havre, L'don., H'bg., B'dm. & A'werp.
"NALDERA"	16,000	7th Nov.	Bombay, Marseilles and London.
†"KASHGAR"	9,000	21st Nov.	Mars., L'don., B'dm. & A'werp.
"RAJPUTANA"	17,000	5th Dec.	Marseilles and London.
"CORFU"	15,000	19th Dec.	do.
‡"SOMALI"	6,800	26th Dec.	Mars., Havre, L'don., H'bg., B'dm. & A'werp
		1932	
"RAWALPINDI"	17,000	2nd Jan.	Bombay, Marseilles and London.
†"KARMALA"	9,000	16th Jan.	Mars., L'don., B'dm. & A'werp.
"CHITRAL"	15,000	30th Jan.	Bombay, Marseilles & London.

§ Cargo only. † Calls Casablanca. ‡ Calls Djibouti. § Calls Bangkok.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

§"TALMA"	10,000	8th Sept., 3 p.m.	Singapore, Penang & Calcutta
"TAKADA"	7,000	23rd Sept.	do.
†‡"SIRDHANA"	8,000	4th Oct.	do.
"TILAWA"	10,000	14th Oct.	do.

§ Calls Port Swettenham. ‡ Calls Rangoon.

B.I.—Apcar line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

"NANKIN"	7,000	2nd Oct.	Manila, Balaul, Brisbane, Sydney and Melbourne.
"NELLORE"	7,000	31st Oct.	
"TANDA"	7,000	2nd Dec.	

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Aotearoa with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of Steamers to London via Suez.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

CHEAP SUMMER TRIPS TO JAPAN—JUNE TO SEPT.

"MANTUA"	11,000	11th Sept.	S'hai., Moji, Kobe & Yokohama.
"SIRDHANA"	8,000	11th Sept.	Amoy, S'hai., Moji, Kobe & Osaka.
*"BURDWAN"	6,500	12th Sept.	S'hai., Kobe & Yokohama.
"KASHMIR"	9,000	25th Sept.	S'hai., Moji, Kobe & Yokohama.
"TILAWA"	10,000	25th Sept.	Amoy, Moji, Kobe & Osaka.
"NELLORE"	7,000	5th Oct.	S'hai., Moji, Kobe, Osaka & Y'hama.
"SANTHIA"	8,000	9th Oct.	Amoy, Moji, Kobe & Osaka.
"NALDERA"	16,000	10th Oct.	S'hai., Kobe & Yokohama.
"KASHGAR"	9,000	17th Oct.	S'hai., Moji, Kobe & Yokohama.
"TALMA"	10,000	23rd Oct.	Amoy, Moji, Kobe & Osaka.
"MACEDONIA"	11,000	24th Oct.	Shanghai, Moji, Kobe & Y'hama.
"TANDA"	7,000	6th Nov.	S'hai., Moji, Kobe, Osaka & Y'hama.
"TAKADA"	7,000	8th Nov.	Moji, Kobe & Osaka.
"RAJPUTANA"	17,000	7th Nov.	S'hai., Kobe & Yokohama.
"SIRDHANA"	8,000	20th Nov.	Moji, Kobe & Osaka.
"CORFU"	15,000	21st Nov.	S'hai., Kobe & Yokohama.
"TILAWA"	10,000	4th Dec.	Moji, Kobe & Osaka.
"RAWALPINDI"	17,000	5th Dec.	S'hai., Kobe & Yokohama.
"NANKIN"	7,000	7th Dec.	S'hai., Moji, Kobe, Osaka & Y'hama.
"KARMALA"	9,000	19th Dec.	S'hai., Moji, Kobe & Y'hama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 5 c. ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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SERVICE OF FAST MOTOR VESSELS

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M.S. "SHANTUNG" ... ... Sailing about ... 27th September

Outwards to: SHANGHAI AND JAPAN PORTS.

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Passenger Rates.	"A" Class.	"B" Class.
Hong Kong to Genoa ...	£57	£52.
Hong Kong to 1st North Continental Port ...	£62	£57.

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EXCHANGE.

CLOSING QUOTATIONS.

September 5, 1931.

On London:—	
Telegraphic Transfer	11¼
Bank Bills, on demand	11¼
Bank Bills, 4 months' sight	11 9/16
Credits, 4 months' sight	1/0 3/16
Documents, 4 months' sight	1/0 5/16
On Paris:—	
Bank Bills, on demand	59¾
Credits, 4 months' sight	6.2½
On New York:—	
Bank Bills, on demand	23¾
Credits, 60 days' sight	24¼
On Bombay:—	
Telegraphic Transfer / Bank, on demand	64¾
On Calcutta:—	
Telegraphic Transfer / Bank, on demand	64¾
On Shanghai:—	
Bank, at sight	Tls. 72¾ / 87½ dis.
On Yokohama:—	
On demand	47¼
On Manila—On demand	46¾
On Singapore:—	
On demand	41¼
On Batavia:—On demand	57¾
On Haiphong:—	
On demand	60¾
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On Bangkok:—	
On demand	127
Sovereigns, Bank's Buying Rate	1/-
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LIVERPOOL SERVICE.
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"NINGCHOW" 25th Sept., For Port Said, Havre, Liverpool and Glasgow.
NEW YORK SERVICE
"MENESTHEUS" 5th Oct., For Boston, New York & Baltimore via Philippines & Singapore.
PACIFIC SERVICE (via KOBE & YOKOHAMA)
"IXION" 17th Sept., For Victoria, Vancouver & Seattle.
"TYNDAREUS" 17th Oct., For Victoria, Vancouver & Seattle.
INWARD SERVICE.
"CALCHAS" 14th Sept., For S'hai., Moji, Kobe & Y'hama.
"SARPEDON" 18th Sept., For S'hai., Tsingtao, Weihaiwei, Taku, Chinwangtao & Dairen.
All cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to the undermentioned.
All bookings are subject to the provisions of the Company's Bills of Lading.
Butterfield & Swire,
Agents.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued & Fully Paid-up ... $20,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $10,000,000
Reserve Liability of Proprietors $20,000,000

Head Office: Hong Kong.

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Canton	Kuala Lumpur	Shanghai
Chefoo	Malacca	Singapore
Colombo	London	Sourabaya
Dairen	Lyons	Sungei Patani
Foochow	Manila	Tientsin
Haiphong	Muar (Johore)	Tokyo
Hamburg	Mukden	Tsingtao
Harbin	New York	Yokohama
Hankow		
Hongkew		

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hong Kong, 18th May, 1931. [26

HONG KONG SAVINGS BANK.

The Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the Hong Kong & Shanghai Banking Corporation,
V. M. GRAYBURN,
Chief Manager.
Hong Kong, 16th July, 1930. [9

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL AND SURPLUS—U.S. $4,700,000.

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An American Bank offering complete Foreign Banking Service in the principal Markets of the world.
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38]

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BANKERS

Established 1824.

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Authorised Capital ... Gldrs. 150,000,000 (£12,500,000.)
Paid-Up Capital ... Gldrs. 80,020,000 (£6,669,170.)
Reserve Fund ... Gldrs. 40,015,000 (£3,334,583.)

Head Office:—Amsterdam.
Eastern Head Office:—Batavia.
Branches:—Bandjermasin, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Djokjakarta*, The Hague*, Jiddah, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pekalongan, Pekanbaru, Pontianak, Rangoon, Rotterdam*, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Wallevredam*.
*These offices have Safe Deposit Boxes To Let.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world. Banking Business of every description transacted.
A. STOKKINK,
Manager.
Hong Kong, 12th May, 1931. [30

THE BANK OF CANTON, LTD.

Head Office: Hong Kong.

Hong Kong Currency.
Authorized Capital ... $11,000,000
Paid-up Capital ... 8,665,600
Reserve Fund ... 1,100,000

Branches:—
Canton, Shanghai, Hankow, Swatow, Bangkok, New York and San Francisco.
London Bankers:—
The Lloyds Bank, Ltd.
Correspondents all Principal Cities of the World. Foreign Exchange and Banking Business of every description transacted.
Safe Deposit Boxes (various sizes) at a Yearly Rental of from $5 to $40.
LOCK POONG SHAN,
Manager.
97]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office: London.

Paid-up Capital ... £3,000,000
Reserve Fund ... £4,000,000
Reserve Liability of Proprietors ... £3,000,000

Agencies and Branches:—

Alor Star	Iloilo	Rangoon
Amritsar	Ipoh	Saigon
Bangkok	Karachi	Semarang
Batavia	Klang	Seremban
Bombay	Kobe	Shanghai
Calcutta	Kuala Kubu	Singapore
Canton	Kuala Lumpur	Sitiawan
Cawnpore	Kuala Selangor	Sourabaya
Cebu	Kuching	Taiping
Colombo	Madras	Tientsin
Dairen	Manila	Tokyo
Delhi	Medan	Tonokan (Shanghai)
Haiphong	New York	Tsingtao
Hamburg	Peiping (Peking)	Yokohama
Hankow	Penang	Zamboanga
Hong Kong	Penang	

Foreign Exchange and General Banking Business transacted.
Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.
J. STUART,
Manager.
Hong Kong, August 17, 1931. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE
(Incorporated in France).
Prince's Building, Chater Road, Victoria, Hong Kong.

Head Office:
74, Rue St. Lazare, Paris.

Frs.
Capital, fully paid-up ... 50,000,000
Special Working Capital. 50,000,000
Reserves ... 22,319,000

Branches:—

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Vinh	Pnom Penh	
Peiping	Shanghai	Tientsin
	Hong Kong	

Bankers:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN,
Manager.
Hong Kong, 24th August, 1931.

BANK OF CHINA.

Reorganized October 26, 1928, under special charter of The National Government as an
INTERNATIONAL EXCHANGE BANK.

Subscribed Capital ... $25,000,000.00
Paid-up Capital ... $24,710,200.00
Reserve Funds ... $3,820,503.82

Head Office:—Shanghai.

Hong Kong Branch:
4, Queen's Road Central.

Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.
We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.
SHOU J. CHEN,
Manager.

THE HO HONG BANK, LTD.
(Established 1917.)

Head Office:—SINGAPORE.
Hong Kong Office:—13, Queen's Rd. C.

Authorised Capital ... Straits $20,000,000
Issued ... $8,000,000
Paid-up ... $4,000,000
Reserve Liabilities of Shareholders ... $4,000,000
Surplus ... $2,687,000

Branches, Agencies and Correspondents in the principal cities of the world.
Every description of Banking and Exchange business transacted.
TAN ENG HOOI,
Manager.

THE AMERICAN EXPRESS COMPANY, INC.

Head Office:
65, Broadway, New York.

Capital ... U.S. $6,000,000
Surplus ... U.S. $1,572,545
Reserves ... U.S. $1,908,209

Branches:—

Amsterdam	Coastal Ports	Lucerne	Palermo
Antwerp	Naples	Lugano	Rotterdam
Athens	Edinburgh	Luxor	Rome
Basle	Florence	Marseilles	Stamboul
Berlin	Geneva	Monte Carlo	Shanghai
Biarritz	Genoa	Manila	Southamp
Bombay	Glasgow	Munich	
Brussels	Havana	Montreux	Singapore
Brussels	Hamburg	Milan	St. Moritz
Buenos Aires	Havre	Naples	Tientsin
Cairo	Interlaken	Nice	Vienna
Calcutta	Jerusalem	Piraeus	Venice
Cannes	Lido	Paris	Yokohama
Colombo	London	Penang	Zurich
Copenhagen	Liverpool	Peiping	

Branches of American Express Company in Principal Cities of United States of America and Canada.

All classes of Commercial Banking Transactions undertaken.

Personal investment accounts handled.

The Company offers to intending travellers the use of its "Travelers Cheques" and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.

Affiliated with
THE CHASE NATIONAL BANK
Resources ..... Over G.$2,500,000,000
C. H. BENSON,
General Manager.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:—
15, Gracechurch Street, London, E.C. 3.

Authorized Capital ... £3,000,000
Subscribed Capital ... £1,800,000
Paid-up Capital ... £1,050,000
Reserve Fund and Rest ... £1,666,845

Bankers:
The Bank of England and Midland Bank, Ltd.

Branches:

Batavia	Karachi	Madras
Bangkok	Kota Bharu	New York
Bombay	Kuala Krai	Penang
Calcutta	(Kelantan)	Port Louis
Colombo	Kuala Lipis	(Mauritius)
Delhi	(Pahang)	Rangoon
Galle	Kuala	Shanghai
Hong Kong	Lumpur	Simla
Howrah	Kuantan	Singapore
Ipoh	(Pahang)	Sourabaya
Kandy		

Hong Kong Branch:
Every description of Banking and Exchange Business transacted.
Travellers Cheques issued.
Trustee and Executorships undertaken.
Interest allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.
C. L. SANDES,
Manager.
7, Queen's Road Central,
Hong Kong, 29th April, 1931. [29

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) ... Yen 100,000,000
Reserve Fund ... Yen 115,000,000

Head Office: Yokohama.

Branches and Agencies at:

Alexandria	Honolulu	Rio de Janeiro	
Batavia	Kai Yuen	Rangoon	
Berlin	Karachi	Soerabaya	
Bombay	Kobe	San Francisco	
Calcutta	London	Seattle	
Canton	Los Angeles	Semarang	
Changchun (Dairen)	Manila	Shanghai	
	Nagasaki	Shimonoseki	
	Nagoya	Singapore	
Fengtien (Mukden)	Newchwang	Sydney	
	New York	Tientsin	
Hamburg	Osaka	Tokyo	
Hankow	Paris	Tsingtao	
Harbin	Peiping		
Hong Kong			

Interest allowed on Current Accounts.
Deposits received for Fixed Periods at rates to be obtained on application.
H. MORI, Manager.
Hong Kong, July 16, 1931. [38

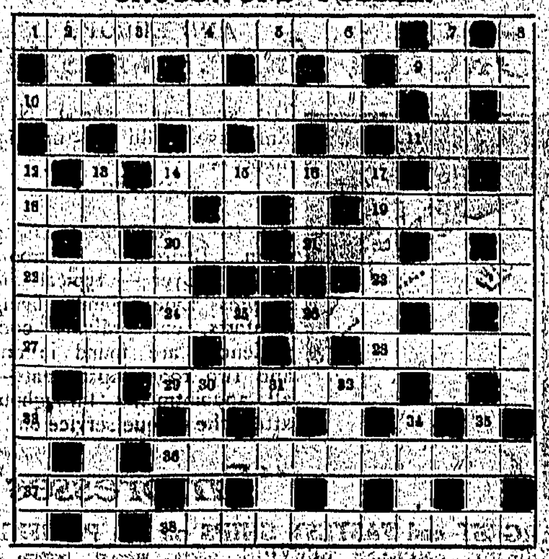
THE BANK OF EAST ASIA, LTD.
Established 1918.

HEAD OFFICE:
10 Des Vœux Road, Central,
HONG KONG.

CAPITAL AND SURPLUS ... over H. $8,000,000.00
TOTAL RESOURCES ... over H.$30,000,000.00

Every description of Banking Accounts and Exchange business transacted.
Current and Fixed Deposit Accounts in Local and Foreign Currencies opened for Clients.
Savings Account and Safe Deposit Boxes.
Branches and Agencies all over the world.
KAN TONG PO,
Chief Manager.

CROSSWORD PUZZLE.



CLUES.

Across.

1.—After due consideration, he wired, "Close, if rent right" (anag.).
9.—Here is Constantinople's bridge of boats.
10.—How the rude man is apt to describe himself.
11.—A member of the Stock Exchange Zoo.
14.—Be obstinate and saucy about a half-sister, and you'll be all right.
18.—The chief of the minor prophets.
19.—A well-known writer on Japan sounds like a legendary huntsman.
20.—At least half a dozen games may be so fixed.
21.—Quite a good piece of skin.
22.—Reduces sail as the rocks appear.
23.—German boys' name.
24.—The measure of a well.
26.—Not enough for the Navy, so bring the cart back.
27.—A collection of drops.
28.—An English equivalent, familiarly, of 23.
29.—Old ones are supposed to know the ropes.
33.—A matter of course, might I say.
36.—Skilful tactics that take one across the green.
37.—Greater than Gog but less than Magog.
38.—Sent.

Down.

2.—Creels are the places in which to look for these.
3.—A Scottish squire has here lost a small sum.
4.—An actress may be within sound of this without loss of it.
5.—Objects of worship may be—indeed, are—solid.
6.—Wants.
7.—Keeping back and taking a breather before it finishes raining.
8.—Beanfeasters now prefer charabancs.
12.—Means means.
13.—Show.
14.—These by walk on.
15.—Nonsense!
16.—It is—a peculiar way in which to sit.
17.—"A plague upon it when—cannot be true one to another."—"King Henry IV."
25.—Not a full load.
26.—Comes only before a woman's surname.
30.—Belonging to them.
31.—Innocent.
32.—Kingdom.
34.—Just a toss up.
35.—Be about it now, and have something to eat.

The solution will be published to-morrow.

YESTERDAY'S SOLUTION.

■	C	O	N	D	E	S	C	E	N	D	I	N	G	■
■	■	M	■	E	■	E	■	X	■	A	■	A	■	■
C	H	I	M	E	R	A	■	I	N	T	E	R	E	I
O	■	N	■	M	■	L	■	G	■	A	■	E	■	A
M	O	O	R	■	R	E	N	E	W	■	M	A	I	N
M	■	U	■	S	■	R	■	N	■	L	■	T	■	U
I	N	S	E	C	T	S	■	T	H	Y	S	E	L	F
S	■	■	■	K	■	■	■	■	■	N	■	■	■	A
S	U	C	C	E	E	D	■	B	A	C	H	E	L	O
I	■	O	■	W	■	O	■	E	■	H	■	U	■	T
O	A	R	S	■	A	G	A	T	E	■	A	M	E	O
N	■	S	■	L	■	F	■	W	■	D	■	D	■	E
S	W	A	H	I	L	I	■	E	Q	U	A	L	L	Y
■	■	I	■	M	■	S	■	E	■	S	■	U	■	■
■	B	R	E	A	T	H	I	N	G	T	I	M	E	■

WHEN
YOU REACH HOME

You will be wondering how things are going out here, what all your friends are doing who won the tennis league.

THE HONG KONG WEEKLY PRESS
will give you all the news and keep you in touch with things out East.

Don't forget before you sail to order it to be sent to you.

Six Months ... $9.00

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